

# SORTIE REPORT (Part A)

R.A.F. Form 441 A

Sheet No. <b>One</b>	Oprep. Ref. No.	Date <b>8/1/45</b>	Squadron <b>344th Bomb Sq.</b>
Type of Aircraft <b>B-24D</b>		Captain <b>Captain Colchagoff, George D., Pilot</b>	
Aircraft No. <b>733</b>		2nd Lt. <b>Kinkaid, Lorin E., Co-pilot</b>	
Aircraft Letter <b>J</b>		Crew 1st Lt. <b>Lamberts, Robert K., Navigator</b>	
		1st Lt. <b>Jimmie W. Kendall, Bombardier</b>	
		T/Sgt. <b>Ruhl, Robert J., A.E., Left Waist</b>	
		S/Sgt. <b>Cox, William Y., Radio</b>	
		Sgt. <b>Patterson, Charles L., Right Waist</b>	
		Sgt. <b>Wellons, William N., Top Turret</b>	
		S/Sgt. <b>Kinsley, Myron E., Tunnel Gunner</b>	
		S/Sgt. <b>Hubbard, Thomas, Tail Turret</b>	
		Aerodrome or L.G. <b>Thomas, Tail Turret</b>	
Time Up <b>0410</b>	<b>CMT</b>		
Time Down <b>1155</b>	<b>CMT</b>		
Total Time <b>7:45</b>			
Type of Cloud <b>On Course</b>		Lete, Libya	
Amount of Cloud <b>Cumulus</b>			
Base of Cloud <b>3/10</b>		Map or Chart	
Base of Cloud <b>1,000 to 2500</b>		Reference	
Visibility <b>Good</b>			
General Weather <b>Good</b>			

Task or Duty **Bomb Ploesti Oil Refineries**

BOMBS: 6 x 500 lb - 4 American  
FUSING: 45 sec delay Tail  
Four boxes of British Incendiaries

Time	Height	Place	Narrative
0800	4,500		Number 1 a/c, 2nd element, 5th Section leaving base.
0825	4,500	3740 N 20 E	Engineer reported leaks in bombay and right wing tanks.
1100	400	East of Cape Amer	Could not stop flow and there was lot of gas in bombay so turned back. Came back at 50 ft. altitude.
			Landfall
			Landed at Lete with bombs.
			E.G.M.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

67/CHOP/1,500,000/4-12

P.T.O.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A

Sheet No.		Oprep. Ref. No.	Date <b>Aug. 1, 1943</b>	Squadron <b>343rd</b>
Type of Aircraft	<b>B-24 D</b>	<p>P-Lt. Darlington, Julian T.          Captain CP-Lt. Epp, Daniel (MMI)          Crew N-Lt. Quigley, Joseph W.          B-Lt. Gillette, Major R.          AE-T/Sgt. Brishi, Lloyd W.          R-T/Sgt. Hulsey, Daley G.          G-S/Sgt. Howard, Ned A.          G-S/Sgt. Rouba, Anthony J.          G-S/Sgt. Turley, Joseph J.          G-S/Sgt. Hardiek, Walter D.          Aerodrome or L.G.</p>		
Aircraft No.	<b>840</b>			
Aircraft Letter	<b>P</b>			
Time Up				
Time Down				
Total Time				
Type of Cloud		<p align="center">Late</p>		
Amount of Cloud				
Base of Cloud				
Visibility				
General Weather		<p>Map or Chart Reference</p>		
Task or Duty		<b>Ploesti</b>		

Time	Height	Place	Narrative
			<p>Believe shot down by enemy fighters at 38 20 N, 19 40 E at 13:50 G.C.T. after going over target. It had two engines out on same side. Ten (10) crew members bailed out. <i>Presumably bombed target</i></p> <p>BOMB LOAD: 6 x 500 lb. bombs. M124 fuse with one hour delay. Four boxes of British Mark III incendiaries. 30 per box, weight four lbs. each.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

**SORTIE REPORT**  
(Part A)

R.A.F. Form 441 A

Sheet No. <b>12.</b>	Oprep. Ref. No.	Date <b>8-1-43.</b>	Squadron <b>345th Bomb.</b>
Type of Aircraft Aircraft No. Aircraft Letter	<b>B-24-D.</b> <b>42-40991.</b> <b>Q.</b>	Captain <b>P Deeds, James A. 1 Lt.</b> Crew <b>CP Foster, Clifton 2 Lt.</b> <b>M Montemurro, Francis 2Lt.</b> <b>B Scarborough, Francis 2Lt.</b> <b>E Leising, Frank H. 2/Sgt.</b> <b>AM Fotts, John W. 3/Sgt.</b> <b>R Howie, James H. 3/Sgt.</b> <b>AR Glenik, Andy 3/Sgt.</b> <b>TC Pimlott, David A. 3/Sgt.</b> Aerodrome <b>Benina, Joseph T. 3/Sgt.</b> <b>Benina Main.</b>	
Time Up Time Down Total Time	<b>07:10</b>		
Type of Cloud Amount of Cloud Base of Cloud Visibility General Weather	<b>"MISSING IN ACTION"</b>		Map or Chart Reference

Task or Duty **The Orion Refinery -- Ploesti.**

Time	Height	Place	Narrative
			<p><b>Left Benina Main flying</b></p> <p>Arrived over the target carrying 6 x 500 lb. G.P. nose fusing, none; tail fusing 45 sec. delay and 4 boxes of incendiaries flying #2 in section 5. As most of the a/c crashed, in that part of the section, a short distance beyond the target, it can be reasonably inferred that Lt. Deeds released his bomb load on the target.</p> <p>Lt. Morgan flying in position #3 in section 4 reports a B-24, green, right behind him, plowed its right wing into the ground. It is thought that this is probably Lt. Deeds' ship as it was the only green one in this part of the formation.</p> <p><i>Lt Foster } reported hospitalised in Rumania</i>  <i>Lt Howie }</i></p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.



# SORTIE REPORT (Part A)

R.A.F. Form 41 A.

Sheet No. <b>5.</b>	Oprep. Ref. No.	Date <b>8-1-43.</b>	Squadron <b>345th Bomb.</b>
Type of Aircraft <b>B-24-D.</b>	Aircraft No. <b>42-40102.</b>	Captain <b>Dore, John J., Jr. 1 Lt.</b> Crew <b>GP Stallings, John E. 2 Lt.</b> <b>N Franks, Worthington 1 Lt.</b> <b>B Finneran, Joseph E. 1 Lt.</b> <b>E Morris, Frank A. T/Sgt.</b> <b>AE Iosco, Joseph A. S/Sgt.</b> <b>R Lower, Max W. T/Sgt.</b> <b>AR Packer, Stanley A. S/Sgt.</b> <b>TG Jones, Wesley W. S/Sgt.</b> Aerodrome <b>Benina Main. S/Sgt.</b>	
Aircraft Letter <b>T.</b>			
Time Up			
Time Down <b>07:10</b>			
Total Time			
Type of Cloud		Map or Chart	
Amount of Cloud		Reference	
Base of Cloud <b>"MISSING IN ACTION"</b>			
Visibility			
General Weather			

Task or Duty **The Orion Refinery -- Floesti.**

Time	Height	Place	Narrative
			<p>Left Benina Main flying #1 in element 2 of 3 a/c in section 4. Arrived over the target carrying 6 x 500 lb. G.P. nose fusing, none; tail fusing 45 sec. delay, and 4 boxes of incendiaries flying #5 in section 4. As most of the a/c crashed, in that part of the section, a short distance beyond the target, it can be reasonably inferred that Lt. Dore released his bomb load on the target.</p> <p>13 pink B-24's are reported crashing from the left of sections 4 and 5 in which there were only 4 such ships. Major Rahn's crew alone reported 3 crashes in this part of the formation. Lt. Fravaga's 3, Lt. Sternfels' 3, Lt. Blevins' 2, Lt. Salyer's 1, and Lt. Morgan's 1. Lt. Morgan's crew reports seeing 1 parachute open, Lt. Sternfels' crew reports seeing 3 parachutes open, while two men jumped and hit the ground before their parachutes opened. Lt. Sternfels' flying position #10 of section 4, reports that half-second after coming out of the smoke over the target saw one pink B-24, 300 to 400 ft. to his left, with wheels down, not on fire, headed for a green field under control and that it probably made a safe landing.</p> <p>Lt. Blevins flying position #4 in section 4, reports that from an element ahead and to his left a pink B-24 skidded off the left and bellied into a dust colored stubble field, kicking up a large cloud of dust. He saw no smoke or fire.</p> <p>Lt. Dore told Intelligence Officer, before leaving, that he intended crossing the target with full bombay tank, because he had auxiliary wing tanks. This a/c being one of a very few reported crashing without burning, may, therefore, have been his.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

37/GHQP/1,500,000/4-42

P.T.O.



## R.A.F. Form 441 A.

Task or Duty To bomb Astra Romana refinery at Ploesti, Roumania. McKee Plant, doctor unit.

Time	Height	Place	Narrative
0825	6,000	5826-1941	Saw black column of smoke and oil slick on water.
1210	200	Target	<p>Flying in No. # 4 position toggled out 4x1,000 Am. bombs (one hour delay) at 15' intervals. Approached and hit pin point as briefed. (SEE ATTACHED MAP). Dropped four boxes of British incendiaries on target. Target partially obscured by black smoke due to earlier bombing. Saw four B-24's hit ground in target area, two parachutes opening.</p> <p>AA-Very heavy machine gun fire intermingled with light flak over target. On run in from initial point encountered heavy machine gun fire from train on RR paralleling course.</p>
1400	4,000	4200-2200	<p>Immediately after leaving target formation jumped by 10 ME-110's. No passes made at this ship at this time.</p> <p>Two ME-109's seen one of which slid across tail of this ship at 500 yards and was damaged.</p>
1515	6,000	Corfu Island:	<p>Formation jumped by 15 ME-109's and MC-202's. Some silver in color and carrying belly tanks. One made pass from 6 o'clock closing to 50 yards and was knocked into water by S/Sgt N.C. Hunt. Another attacking from 11 o'clock was probably destroyed by S/Sgt. Carl A. Alfredson. Pursuit followed for approx. 20 minutes. Saw two B-24's hit water from one of which 10 parachutes opened and from the other two parachutes.</p>
			<p><u>DAMAGE</u></p> <p>The following crew members were wounded by enemy fire:          2nd Lt. Guido (NMI) Gioana, T/Sgt. A.T. Waugh, S/Sgt. AXW J.W. Ayers, and S/Sgt/N.C. Hunt.</p> <p><del>XX</del>  <del>XX</del>  <del>XX</del>  <del>XX</del>  <del>XX</del></p> <p>Due to enemy fire the tail turret was rendered useless, the left elevator control was shot off and the left elevator itself riddled with bullets. No. #3 engine was hit and the hydraulic and oxygen systems were shot out. Lt. Ellis brought his plane back from the target and</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

37/GHQP/1,500,000/4-42

continued on reverse P.T.O.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. <b>10.</b>	Opreg. Ref. No.	Date <b>8-1-43.</b>	Squadron <b>345th Bomb.</b>
Type of Aircraft <b>B-24D.</b>	Aircraft No. <b>41-11774.</b>	Captain <b>Fravega, Thomas P. 1 Lt.</b> Crew <b>CP Morgan, James R. 2 Lt.</b> <b>W Marshall, Joseph W. 1 Lt.</b> <b>B Strickbine, Edward 2 Lt.</b> <b>E McWhirter, Oscar J. 4/Sgt.</b> <b>AE Parramore, George H. S/Sgt.</b> <b>R Fravega, Anthony T. 4/Sgt.</b> <b>AR Pitak, Bronislaus C. S/Sgt.</b> <b>TG Capenurt, James S/Sgt.</b> Aerodrome <b>Hurt, Eric S/Sgt.</b> <b>Benina Main.</b>	
Aircraft Letter <b>O.</b>			
Time Up	<b>07:10</b>		
Time Down	<b>22:40 (Aug. 2)</b>		
Total Time	<b>17:10 (total)</b>		
Type of Cloud <b>IN NOTE OVER TARGET</b>		Map or Chart	
Amount of Cloud <b>Towering cumulus over</b>		Reference	
Base of Cloud <b>mountains; clear over</b>			
Visibility <b>most of sea.</b>		<b>Special target chart.</b>	
General Weather <b>5/10 cumulus</b>			
	<b>vis. good</b>		
Task or Duty <b>The Orion Refinery -- Ploesti.</b>			

Time	Height	Place	Narrative
17:10			Left Benina Main flying #2 in element 1 of 4 a/c in Sec. 4
			The formation was well spread out over the sea. Towering <del>mountains</del> cumulus over the Greek mountains caused more confusion. On coming out of these clouds we could barely see the groups ahead - there were planes all over the sky. About several miles before reaching the I.P. we saw 15 green planes pass under us at an angle of 100°.
13	300		Long before then we had seen the fires at the target. Approaching the I.P. we saw smoke pots being fired, but the smoke was thin and drifted close to the ground. As we passed into the smoke over the target we were pretty well up on the section ahead of us. Four 1,000 lb. bombs fell just to our right from 200 ft overhead as we hit the smoke. We identified our P.P. and <del>4500</del> toggled six 500 lb G.P. bombs, fused 45 sec. tail, none nose. Four hit on the target, two just beyond. Three boxes of incendiaries went out over the target, one hit in the fields beyond. As we broke clear we saw 661-U (Hahn), 312-Y (Thomas), 316-X (Elevins, 663-P (Ward); Ward and Thomas being still missing. Ward turned off with 10-15 other planes to our left; we continued hedge hopping for some 40 minutes. Near the Danube Hahn feathered one engine; we were only making 145 mph. and the others had pulled away from us by the time we reached Berkovitsa. We continued to a point west of the lakes, then south of Corfu to Cassibile L.G. south of Syracuse in Sicily. On Aug. 2 we continued to Malta and thence home.
			A-A: Turning into the I.P. the first bursts broke 700-800 ft above us; then they hit all around, both heavy and light. Over the target we got some of everything, but after leaving it was clear. We only received two very small holes.
			Balloons: saw two at about 2,000 ft. off to our right in the smoke.
			Pursuit: 5 ME-110's and at least one F4-190 were waiting for us as we broke out of the target. They concentrated on one ship with an engine out and did not come near us. Just north of Berkovitsa we were attacked for 15-20 minutes by five light gray biplanes that looked like primary trainers and "had more guts than sense". They made slow rolls to one side, then dove in. One came right through our element; another made a pass, continued on to some B-24's on our right, who brought him down. They had black crosses (X) in a white square about 2 ft in from each upper wing tip.

PART B (on reverse)

P/1,590,000/4-42

to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34. P.T.O.



# **SORTIE REPORT** (Part A)

R.A.F. Form 441 A.

Sheet No. <u>One</u>	Oprep. Ref. No.	Date <u>8/1/45</u>	Squadron <u>344th Bomb Sq</u>
Type of Aircraft <u>B-24D</u>	Aircraft No. <u>656</u>	Captain <u>1st Lt. Gaston, Allen B., Pilot</u> 2nd Lt. Mullins, Daniel J., Co-pilot Crew <u>1st Lt. Skembare, Hubert, Navigator</u> 2nd Lt. Roman, George G., Bombardier S/Sgt. McKinley, James T., AE Sgt. Johnson, Leslie A., Tunnel Gunner S/Sgt. Arciero, Bernard E., Top Turret Sgt. Kincade, Thomas, Tail Turret S/Sgt. Ahlbeck, Torsten W., Right Waist Sgt. Flanagan, Harry J., Left Waist Aerodrome <u>ERTC</u>	
Aircraft Letter <u>H</u>	Time Up <u>0418</u> <u>GMT</u>		
	Time Down <u>0715</u> <u>GMT</u>		
	Total Time <u>2:57</u>		
Type of Cloud <u>None</u>	Amount of Cloud <u>None</u>	Map or Chart	
Base of Cloud <u>None</u>	Visibility <u>Good</u>	Reference	
General Weather <u>Good</u>			

Task or Duty Bomb Ploesti Oil Refineries

BOMBS: 4 x 1000 lb - American  
 FUSING: 1 hour delay Tail  
~~Four boxes of British incendiaries~~

Time	Height	Place	Narrative
			<p>Number 4 a/c, 1st element, 1st section leaving base.</p> <p>Number 1 and 4 engines using 300 gallons per hour out of the right bombay tank. Right wing tank leaking at cap.</p>
0627	3,000	34N-20E	Turned for home and jettisoned bombs.
0700	2,000	20 mi N. of Bengasi	<p>Landfall</p> <p>Landed at Lete.</p> <p align="right">E.G.M.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

187/CH 3P/1,500,000/4-42

P.T.O.



# SORTIE REPORT (Part A)

R.A.F. Form 441 A

Sheet No.		Oprep. Ref. No.	Date <b>Aug. 1, 1943</b>	Squadron <b>343rd</b>
Type of Aircraft	<b>B-24 D</b>	Aircraft No. <b>007</b> Aircraft Letter <b>P</b>	Captain <b>P-Lt. Gooden, Clarence W.</b> Crew <b>CP-Lt. Savaria, Jerome D.</b> <b>H-Lt. Perkins, Ralph E., Jr.</b> <b>B-Lt. McNeil, William H.</b> <b>AE-Sgt. Trick, Michael J.</b> <b>R-F/Sgt. Beaudry, Theodore C.</b> <b>G-S/Sgt. Cox, Roland B.</b> <b>G-S/Sgt. Cochran, Alexander H.</b> <b>G-Cpl. Deem, Harry G.</b> Aerodrome or L.O. <b>G-Sgt. Kaylor, George H.</b> <b>Lete</b>	
Time Up				
Time Down				
Total Time				
Type of Cloud				Map or Chart Reference
Amount of Cloud				
Base of Cloud				
Visibility				
General Weather				
Task or Duty		<b>Ploesti</b>		

Time	Height	Place	Narrative
			<p align="center"><i>before landing.</i></p> <p>Believe hit over target, made belly landing in wheat field and immediately burst into flames.</p> <p>BOMB LOAD: 6 x 500 lb. bombs. M124 fuse with 1 hour delay. Four boxes of British Mark III incendiaries, 30 per box, weight four lbs. each.</p> <p align="center"><i>Lt. Savaria reported hospitalized in Rumania</i></p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

337/GHQP/1,500,000/4-42

P.T.O.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date <b>Aug. 1, 1943</b>	Squadron <b>343rd</b>
Type of Aircraft <b>B-24 D</b>	Aircraft No. <b>364</b>	<b>P-Capt. Gunn, James A., Jr.</b> <b>Captain CP-Lt. Williamson, Richard C.</b> <b>Crew</b> <b>N-Lt. Leimbach, Bernard E.</b> <b>B-Lt. Courtney, Robert E.</b> <b>AK-T/Sgt. Turner, Edwin L.</b> <b>R-T/Sgt. Smith, Delmar E.</b> <b>G-S/Sgt. Ruark, Charles R.</b> <b>G-S/Sgt. Stakey, Frederick L., Jr.</b> <b>G-S/Sgt. Morine, Stanley M., Jr.</b>	
Aircraft Letter <b>Y</b>			
Time Up			
Time Down			
Total Time		Aerodrome or L.G. <b>Lete</b>	
Type of Cloud		Map or Chart	
Amount of Cloud		Reference	
Base of Cloud			
Visibility			
General Weather			

Task or Duty **Pleesti**

Time	Height	Place	Narrative
			<p>Believe shot down by fighters at 38 20 N, 19 40 E at about 15:40 G.C.T. after going over target. Plane caught fire and four crew members bailed out. <i>Pleesti</i>  <i>hit target</i></p> <p>BOB LOAD: 6 x 500 lb. bombs. M124 fuse with one hour delay. Four boxes of British Mark III incendiaries. 30 per box, weight four lbs. each.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

# **SORTIE REPORT** (Part A)

R.A.F. Form 441 A.

Sheet No. 6.	Oprep. Ref. No.	Date 8-1-43.	Squadron 345th Bomb.
Type of Aircraft B-24-D.	Aircraft No. 41-23661.	Captain F. Hahn, Delbert H. Major CP Viers, John W. 2 Lt. Crew M. Nowak, Nathan 1 Lt. E. Vengelen, Ray F. 1 Lt. E. Baird, Robert L. 2/Sgt. AE Foster, Leslie J. 3/Sgt. E. Creighton, James H. 3/Sgt. AR Chapman, John H. 3/Sgt. TG Klein, Isadore I. 3/Sgt. Aerodrome of Benina Main.	
Aircraft Letter U.	Time Up 07:10		
	Time Down		
	Total Time 22:55 (Aug. 2).		
	17:17 (total flying time).		
Type of Cloud Scattered strato-cu	Amount of Cloud 150 mi. off coast.	Map or Chart	
Base of Cloud Over Greece and Yugo	Clear at Danube Basin.	Reference	
Visibility.	Good.		
General Weather			

Task or Duty The Orion Refinery -- Floesti.

Time	Height	Place	Narrative
07:10			Left Benina Main flying #1 in element 1 of 3 a/c in Sect. 4.
11:10			Saw 1 B-24 turning back; dropped bombs into sea.
11:41			Saw another B-24 turn back.
13:18			Saw large motor convoy near town of Vranje.
		Cotesti	Saw 43 box cars moving S.
			Just before I.R. entire group of B-24's crossed under as well as above us 900 to our course. Those above were at 2500 feet.
			Reached I.R. in formation and went right on course to target up to the time we crossed RR tracks. As fires were over Pr. we swung to the left. Orange flames and solid black smoke up to 400 feet enveloped entire target. We came over big chimney (missed it by 20 feet under our right wing) and salvoed our bombs at Dubb's plant.
15:12	230		Bombs dropped: 6 G.P. 500 lb. 45 sec. delay tail fuse, salvoed. Dropped 1 box of incendiaries on RR yards in front of target and rest 3 boxes on burning targets.
			We hedge-hopped to the Danube and at Berkovitsa were #1 in element of 4 a/c. When we reached eastern lakes we took course due S to Arta and thence directly to Sicily. Landed Cassibile LG. S. of Syracuse.
			At - picked us up just after I.R. light at first became heavier as we crossed RR tracks. We spotted freight train of about 10 cars on same RR tracks bristling with guns (QSR-14/15, RR leading to Buchrest). Most of guns on train were light with plenty of rifles and M.G.'s. We saw 4 heavy guns 88mm.) about 1/2 mi. beyond our target; they were not firing, seemed to be moving. We strafed them. In general they were firing with all types of guns from every part of the target. We saw 2 balloons 200 yards to the right and 3 balloons 200 yards to the left at a height of 1500 feet; we were at the RR yards. On road to Tangovisei, just outside Floesti we saw 6 to 8 smoke pots along edge of trees. Smoke rose as high as 150 feet.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

637/GHQP/1,500,000/4-42

P.T.O.



# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. <u>One</u>	Oprep. Ref. No.	Date <u>8/1/43</u>	Squadron <u>344th Bomb Sq.</u>
Type of Aircraft <u>B-24D</u>	Aircraft No. <u>311</u>	Captain <u>1st Lt. Hadley, Gilbert B., Pilot</u> <u>F/O Lindsey, James R., Co-pilot</u> Crew <u>2nd Lt. Tabacoff, Harold, Navigator</u> <u>2nd Lt. Storms, Leon, Bombardier</u> <u>T/Sgt. Page, Russel B., AE.</u> <u>T/Sgt. Leonard, William E., Radio, Tunnel G.</u> <u>S/Sgt. Naples, Pershing W., Top Turret</u> <u>S/Sgt. Hawron, LeRoy, Right Waist</u> <u>S/Sgt. Nemeth, Frank, Tail Turret</u> <u>S/Sgt. Holweger, Christopher K., Left Waist</u> <u>Aerodrome or P.O.</u>	
Aircraft Letter <u>L</u>			
Time Up			
Time Down			
Total Time			
Type of Cloud			
Amount of Cloud			
Base of Cloud			
Visibility			
General Weather			
		Map or Chart Reference	

Task or Duty Bomb Floesti Oil Refineries Position # 3 BOMBS: 4 x 1000 lb - American  
FUSING: 1 hour delay Tail  
Four bombs of British incendiaries

Time	Height	Place	Narrative
			<p>Number three position in 1st Section leaving base.</p> <p>Was over target and joined five planes formation led by Colonel Kane. <i>Bomb presumably dropped.</i></p> <p>He had one engine feathered.</p> <p>After leaving Southern Turkish coast he reported he was going to have to feather another engine.</p> <p>He turned back towards Turkey.</p> <p>Lt. Banks plane reports that Hadley's plane was pretty well shot up.</p> <p>British plane saw four of the crew on the Turkish coast but boat that went to rescue them was interned. Whereabouts of plane or balance of crew unknown.</p> <p align="center">E.G.M.</p>
	3615 M 3150 E		

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

W/OHQP/1,500,000/4-42

P.T.O.

**SORTIE REPORT**  
(Part A).

R.A.F. Form 441 A.

Sheet No. <b>4</b>	Oprep. Ref. No.	Date <b>8-1-45</b>	Squadron <b>415</b>
Type of Aircraft <b>B-24D</b>	Section <b>II</b>	1st Lt. Helin, Theodore--Pilot Captain <del>xxxx</del> F/O Smith, C.E.--Co-Pilot	
Aircraft No. <b>782</b>	Element <b>2</b>	Crew <b>2</b> Lt. Aronson, A.M.--Nav. <b>2</b> Lt. Hubbard, M.G.--Bomb.	
Aircraft Letter <b>E</b>	Position <b>2</b>	T/Sgt. White, A.W.--E--Waist Gun T/Sgt. Opp, Harry C.--R--Top Turret S/Sgt. Zeger, Wilbur M.--G--Waist Gun S/Sgt. Wataczka, R.C.--Tunnel Gun S/Sgt. Passalacqua, P.C. Gunner S/Sgt. Warner, Delbert R.--Tail Turret Aerodrome or L.G.	
Time Up <b>0410</b>		<b>Berina Main</b>	
Time Down			
Total Time			
Type of Cloud		Map or Chart	
Amount of Cloud		Reference	
Base of Cloud		SPECIAL MAP OF TARGET	
Visibility		WHITE IV	
General Weather			

Task or Duty **To bomb Astra-Romana refinery at Floesti, Roumania. Distillation Dubbs Plant. Unit.**

Time	Height	Place	Narrative
1212	200	Target	<p>Flying in No. # 6 position and carrying 4x1,000 Am. bombs (one hour delay) was last seen striking chimney and falling to ground. Bombs presumably dropped.</p> <p>ALL TIMES GMT.</p> <p> Sgt Zeger  Sgt Passalacqua  Sgt Wataczka } reported hospitalized in Roumania </p> <p> Lt Helin reported prisoner in Roumania  Lt Aronson " " " "  F.O. Smith " " " "  Lt Hubbard " " " "  Lt White " " " "  Sgt Opp " " " " </p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

(37)GHOP/1,500,000/4-42

P.T.O.

# **SORTIE REPORT** (Part A)

R.A.F. Form 441 A.

Sheet No. <b>One</b>	Oprep. Ref. No.	Date <b>8/1/43</b>	Squadron <b>544th Bomb Sq.</b>
Type of Aircraft <b>B-24D</b>	Aircraft No. <b>197</b>	<b>1st Lt. Hinch, Ralph V., Pilot</b> <b>Captain 2nd Lt. Barbour, Charles C., Co-Pilot</b> <b>Crew 2nd Lt. Taylor, James G., Navigator</b> <b>2nd Lt. Samoski, Stanley J., Bombardier</b> <b>T/Sgt. Mead, Robert F., AE</b> <b>T/Sgt. Eshelman, Paul F., Radio, Top Turret</b> <b>S/Sgt. Wright, Donald G., Tunnel Gunner</b> <b>S/Sgt. Coleman, Robert C., Left Waist</b> <b>S/Sgt. Schweigert, Delmer M., Right Waist</b> <b>S/Sgt. Baughn, Harry J., Tail Turret.</b> <b>Aerodrome or L.G.</b>	
Time Up	Time Down	<b>Lete, Libya</b>	
Total Time			
Type of Cloud	Amount of Cloud	Map or Chart	
Base of Cloud	Visibility	Reference	
General Weather			

Task or Duty **Bomb Floesti Oil Refineries** **BOMBBS: 4 x 1000 lb - American**  
**Position # 7** **FUSING: 1 hour delay tail**  
**Four boxes of British Incendaries**

Time	Height	Place	Narrative
			<p>Was number 7 position in 1st Section.</p> <p>Reached target area but it is believed he crashed there as a pink plane in his position was seen to go down by members of Lt. Bank's, Lt. Lobrecht's and Colonel Kane's plane. <i>Bomb believed dropped.</i></p> <p>Three men may have bailed out according to Lt. Banks.</p> <p align="center">E.C.M.</p> <p> <i>Lt Mead</i>  <i>Lt Wright</i>  <i>Lt Coleman</i>  <i>Lt Schweigert</i> </p> <p><i>Reported hospitalized in Rumania</i></p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.



# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. <u>One</u>	Oprep. Ref. No.	Date <u>6/1/43</u>	Squadron <u>344th Bomb Sq</u>
Type of Aircraft <u>B-24D</u>	Aircraft No. <u>040</u>	Captain <u>2nd Lt. Hoover Edwards, Pilot</u> Crew <u>1st Lt. McCallum, Homer S., Co-pilot</u> <u>2nd Lt. Fontenrose, John R., Navigator</u> <u>2nd Lt. Mickish, Albert J., Bombardier</u> <u>T/Sgt. Boullion, Bernard M., AE</u> <u>T/Sgt. Petty, Dale E., Radio</u> <u>S/Sgt. Colley, Gene J., Top Turret</u> <u>S/Sgt. Alessandras, John S., Right Waist</u> <u>S/Sgt. Utter, Vernon C., Left Waist</u> <u>S/Airplane Sgt. Gaymond, Tail Turret</u>	
Aircraft Letter <u>F</u>			
Time Up <u>0410</u> <u>GMT</u>			
Time Down <u>1200</u> <u>GMT</u>			
Total Time <u>7:50</u>			
Type of Cloud <u>Strato Cumulus</u>	Amount of Cloud <u>3/10</u>	Map or Chart Reference	
Base of Cloud <u>2,000 to 2,500</u>	Visibility <u>Fair</u>		
General Weather <u>Fair</u>			

## Task or Duty

Bomb Picastil Oil Refineries

BOMBS: 4 x 1000 lb - American

FUELING: 1 hour delay Tail

Four boxes of British incendiaries

Narrative

Time	Height	Place	
			<p>Number 3 a/c, 3rd element, 1st Section.</p> <p>Brown B-24 seen to fall in water, caught fire immediately. Floated in water for about four minutes, no signs of survivors seen.</p> <p>Turned back because number 3 supercharger out <del>and</del>, fuel pressure went down on number 2 engine, causing engine to cut out. Passed over same spot and saw oxygen bottles and debris floating, also deflated life raft.</p> <p>Jettisoned bombs.</p> <p>Reports 6 aircraft left in 1st section when formation was left.</p> <p>Landfall</p> <p>Landed at Lets</p> <p align="center">D.A.M.</p>
0925	6,000	3910 N 1910 E	
0940	6,500	3930 N 1920 E	
0945	6,500	3930 N 1920 E	
1135	3,500	Tolomade	

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

GHQP/1,500,000/4-42

P.T.O.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. .		Oprep. Ref. No.	Date Aug. 1, 1943	Squadron 343rd
Type of Aircraft	B-24 D	P-Lt. Hadcock, Lawrence (MI) Captain CP-Lt. Kraft, John F. Crew N-Lt. DeBusk, William R. B-Lt. Timpo, P. A. AE-T/Sgt. Hale, James B. R-T/Sgt. Meitz, Lawrence E. G-S/Sgt. Elliott, Robert C. <del>G-S/Sgt. Smith, Marvin I.</del> G-Sgt. Graylin, Zelwood A. G-S/Sgt. O'MARA, Eugene W. Aerodrome or L.G. Lots		
Aircraft No.	655			
Aircraft Letter	S			
Time Up				
Time Down				
Total Time				
Type of Cloud				Map or Chart Reference
Amount of Cloud				
Base of Cloud				
Visibility				
General Weather				
Task or Duty		Floesti		

Time	Height	Place	Narrative
			<p>Believe went down over target, <i>before bombing.</i></p> <p>BOMB LOAD: 6 x 500 lb. bombs. M124 fuse with one hour delay. Four boxes of British Mark III incendiaries. 30 per box, weight four lbs. each.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

637/GHQP/1,500,000/4-42

P.T.C

# SORTIE REPORT (Part A)

R.A.F. Form 41 A

Sheet No. 8.	Oprep. Ref. No.	Date 8-1-43	Squadron 345th Bomb.
Type of Aircraft B-24-D.	Aircraft No. 41-11886.	Captain P. Hussey, Lindley R. 1 Lt. CP Jenkins, Don 2 Lt. Crew M. Nelson, Philip E. 2 Lt. B. Petersen, Alan E. 1 Lt. E. Fowler, Lloyd T. 1/Sgt. AE. Meisner, Ray A. 3/Sgt. E. Terry, Edmond T. 2/Sgt. AT. Turner, James S. 3/Sgt. TO. Carney, Roy E. 3/Sgt.	
Aircraft Letter		Aerodrome or L.G. Benina Main.	
Time Up	07:10		
Time Down			
Total Time			
Type of Cloud		Map or Chart	
Amount of Cloud		Reference	
Base of Cloud	"MISSING IN ACTION"		
Visibility			
General Weather			

Task or Duty The Orion Refinery -- Ploesti.

Time	Height	Place	Narrative
			<p>Left Benina Main flying #3 in element 2 of 3 a/c in section 4. Arrived over the target carrying 5 x 500 lb. G.P. bombs, nose fusing, none; tail fusing 45 sec. delay and 4 boxes of incendiaries flying #7 in section 4. As most of the ac/ crashed, in that part of the section, a short distance beyond the target, it can be reasonably inferred that Lt. Hussey released his bomb load on the target.</p> <p>13 pink B-24's are reported crashing from the left of sections 4 and 5 in which there were only 4 such ships. Major Mann's crew alone reported 3 crashed in this part of the formation, Lt. Fravega's 3, Lt. Sternfels' 3, Lt. Blevins' 2, Lt. Salyer's 1, and Lt. Morgan's 1. Lt. Morgan's crew reports seeing 1 parachute open, Lt. Sternfels' crew reports seeing 3 parachutes open, while two men jumped and hit the ground before their parachutes opened. Lt. Sternfels' flying position #10 of section 4, reports that half-second after coming out of the smoke over the target was one pink B-24, 300 to 400 ft. to his left, with wheels down, not on fire, headed for a green field under control and that it probably made a safe landing.</p> <p>Lt. Blevins flying position #4 in section 4, reports that from an element ahead and to his left a pink B-24 skidded off the left and ballied into a dust colored stubble field, kicking up a large cloud of dust. We saw no smoke or fire.</p> <p>As this was one of the very few ships not to catch fire it is thought that it may have been the element leader's, Lt. Dore's, who intended going over the target with a full bombay tank, and had extra wing tanks.</p> <p align="right"> <i>Lt. Hussey } reported hospitalized in Rumania</i>  <i>Sgt. Terry } reported prisoner in Rumania</i>  <i>Sgt. Turner - reported prisoner in Rumania</i> </p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

DP/1,500,000/4-42

P.T.O.



**SORTIE REPORT**  
(Part A)

R.A.F. Form 441 A

Sheet No.		Oprep. Ref. No.	Date Aug. 1, 1943	Squadron 343rd
Type of Aircraft	B-24 D		Captain	P-Lt. Johnson, Donald G.
Aircraft No.	761		Crew	CP-Lt. Foley, John P.
Aircraft Letter	R			N-Lt. Holloway, Lloyd E.
				B-Lt. Warren, Charles K.
				AE-Cpl. O'Leary, Thomas (NMI)
				R-S/Sgt. McNamara, Louis J.
Time Up	4:28			G-Sgt. Lindsey, Robert C.
Time Down	18:20			G-Sgt. Cornut, William A.
Total Time	13:52			G-Cpl. Gouin Yves J.
			Aerodrome or E.G.	G-Sgt. Onyszcak, John (NMI)
				Lete
Type of Cloud	Clear		Map or Chart	
Amount of Cloud			Reference	
Base of Cloud				
Visibility			White LV	
General Weather				

Task or Duty      Ploesti      PP-5 rear A/P far right.

Time	Height	Place	Narrative
12:05	200 ft.	Target	<p>Made run of 127° for 2 minutes, dropping 6 x 500 lb. bombs, fusing M124 with 1 hour delay in toggle. 4 boxes of incendiaries (120), Mark III released over target. Aimed at PP.</p> <p>Accurate observation impossible, but bombs seen to land in area among buildings.</p> <p>Ack-Ack: Map P/4-At 13,14-M,N, light and accurate.</p> <p>Pursuit: Sgt. Cornut shot down one single wing pursuit. White circle on wing tips and yellow nose. Cpl. Gouin shot down a double wing pursuit, with two 30 calibre guns thru props. Sgt. Lindsey shot down two double wing (biplane). Markings were German swastika.</p> <p>Pursuit first approached 2 hours before target. At least 20 passes made at this A/C and again one hour after leaving target.</p> <p>Take Off: # 3 in 3rd element, 3rd Section.</p> <p>Over target: Echelon # 10, 3rd element, 3rd Sect.</p> <p>REMARKS: B-24's: Observed six (6) go down over target area-probably from ground fire.</p> <p>Bombs seemed to hit over general target area, in A/A nests, just small clusters of dust and hard to observe accurately.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. One	Oprep. Ref. No.	Date 8/1/43	Squadron <del>1st</del> Bomb Sq
Type of Aircraft B-24D	Aircraft No. 795	1st Lt. Lebrecht, Royden L., Pilot 2nd Lt. Killian, Clinton H., Co-pilot Crew 2nd Lt. Zink, Grover A., Navigator 2nd Lt. Faulkner, James H., Bombardier T/Sgt. Weir, Harold F., Right Waist S/Sgt. Rielly, John R., Radio, Left Waist S/Sgt. Davidson, Paul E., Tunnel Gunner S/Sgt. Givens, John A., Top Turret Sgt. Guanu, John, Tail Turret S/Sgt. Potvin, John S., Camera Aerodrome or L.G.	
Aircraft Letter I	Time Up 0420 GMT TIME DOWN: 1835 GMT (Cyprus - Aug. 1st) Time Down UP: 1320 GMT (Cyprus - Aug. 2nd) TIME DOWN: 1530 GMT (Lydda - Aug. 2nd) TIME UP: 1225 GMT (Lydda - Aug. 2nd) TIME DOWN 1840 GMT (Lydda - Aug. 5th) TIME DOWN 1840 GMT (Lete - Aug. 5th)	Lete, Libya	
TOTAL TIME 22:40 Type of Cloud None (Over Target) Amount of Cloud 3/10 Cumulus Base of Cloud 2,000 Visibility Good General Weather Good	Map or Chart Reference		
Task or Duty Bomb Floesti Oil Refineries		BOMBS: 4 x 1000 lb - American	
Position # 8		FUSING: 1 hour delay Tail	
		Four boxes of British incendiaries	

Time	Height	Place	Narrative
0910		4025N-2020E	Number 1 a/c, 3rd element, 1st Section of the 98th Group. Followed briefed course but turned East about 45° and then reassembled.
1210	200	Target	<p>Saw 200 truck troop convoy heading North.</p> <p>Just before final initial point a flight of about 20 B-24s passed under going North West (320°).</p> <p>Axis of approach 127°, 10 sec bomb run. Dropped bombs in close train, bombs dropped on pin-point of position number 8. Threw incendiaries out over target.</p> <p>Just after passing the initial point we picked up machine gun fire mostly from box cars along railroad. Light ack ack movable and stationary. Smoke screens about half way in and kept up for 3 or 4 miles past the target. Saw six B-24s go down, could not identify but believe one was Lt. Hinch in "Tag-A-Long"; 4 at target and 2 ten miles out. Targets were aflame on arrival and flew through heavy smoke and flames.</p> <p>After leaving the target saw about ten pursuit, probably Me 110s and Ju 88s, Me 109s and maybe one FW 190. 1 radical engine pursuit firing from 6 o'clock at same level. All gunners shooting and area filled with tracers.</p> <p>After leaving target went down to the deck and turned right and took following course;- Crossed Danube at about Corabia, gained altitude and crossed Lovech at 2,000 feet, where there was light ack ack, passed West of Adrianople at about 6,000 feet; Avsa Island at about 6,000 feet.</p> <p>Crossed Turkey at about 7,000 feet and left coast at Anamur.</p> <p>We had five plane formation until Lt. Hadley turned back thirty miles off Southern Turkish coast.</p> <p>Hit Cyprus and landed and refueled, Had oil leaks repaired and refueled at Lydda.</p> <p>Landed at Lete</p>

E.G.M.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

37/CHQ/1,500,000/4-42

P.T.O.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. One	Oprep. Ref. No.	Date 8/1/43	Squadron <del>1st</del> Bomb Sq
Type of Aircraft B-24D	Aircraft No. 795	1st Lt. Lebrecht, Royden L., Pilot 2nd Lt. Killian, Clinton H., Co-pilot Crew 2nd Lt. Zink, Grover A., Navigator 2nd Lt. Faulkner, James H., Bombardier T/Sgt. Weir, Harold F., Right Waist, AE. S/Sgt. Rielly, John R., Radio, Left Waist S/Sgt. Davidson, Paul E., Tunnel Gunner S/Sgt. Givens, John A., Top Turret Sgt. Guanu, John, Tail Turret S/Sgt. Potvin, John S., Camera Aerodrome of L.G.	
Aircraft Letter I	Time Up 0420 GMT	Lete, Libya	
TIME DOWN: 1835 GMT (Cyprus - Aug. 1st)	Time <del>Down</del> UP: 1320 GMT (Cyprus - Aug. 2nd)		
TIME DOWN: 1530 GMT (Lydda - Aug. 2nd)	Time UP: 1225 GMT (Lydda - Aug. 5th)		
TIME DOWN: 1840 GMT (Lete - Aug. 5th)	TOTAL TIME 22:40		
Type of Cloud None (Over Target)	Amount of Cloud 3/10	Map or Chart Reference	
Base of Cloud 2,000	Visibility Good		
General Weather Good			

Task or Duty Bomb Ploesti Oil Refineries  
Position # 8

BOMBS: 4 x 1000 lb - American  
FUSING: 1 hour delay Tail  
~~Four boxes of British incendiaries~~

Time	Height	Place	Narrative
0910		4025N-2020E	Number 1 a/c, 3rd element, 1st Section of the 98th Group. Followed briefed course but turned East about 43° and then reassembled.
1210	200	Target	<p>Saw 200 truck troop convoy heading North.</p> <p>Just before final initial point a flight of about 20 B-24s passed under going North West (320°).</p> <p>Axis of approach 127°, 10 sec bomb run. Dropped bombs in closest train, bombs dropped on pin-point of position number 8. Threw incendiaries out over target.</p> <p>Just after passing the initial point we picked up machine gun fire mostly from box cars along railroad. Light ack ack movable and stationary. Smoke screens about half way in and kept up for 3 or 4 miles past the target. Saw six B-24s go down, could not identify but believe one was Lt. Hinch in "Tag-A-Long"; 4 at target and 2 ten miles out. Targets were aflame on arrival and flew through heavy smoke and flames.</p> <p>After leaving the target saw about ten pursuit, probably Me 110s and Ju 88s, Me 109s and maybe one FW 190. 1 radical engine pursuit firing from 6 o'clock at same level. All gunners shooting and area filled with tracers.</p> <p>After leaving target went down to the deck and turned right and took following course;- Crossed Danube at about Corabia, gained altitude and crossed Lovsch at 2,000 feet, where there was light ack ack, passed West of Adrianople at about 6,000 feet; Avsa Island at about 6,000 feet.</p> <p>Crossed Turkey at about 7,000 feet and left coast at Anamur.</p> <p>We had five plane formation until Lt. Hadley turned back thirty miles off Southern Turkish coast.</p> <p>Hit Cyprus and landed and refueled, Had oil leaks repaired and refueled at Lydda.</p> <p>Landed at Lete</p>

E.G.M.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

37/CHQP/1,500,000/4-42

P.T.O.



# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date Aug. 1, 1943	Squadron 343rd
Type of Aircraft B-24 D	Aircraft No. 767	P-Lt. Locker, Carl S. Captain CP-Lt. Clark, George L. Crew M-Lt. Stoddard, Moreau E. B-M/Sgt. Mease, David D. AE-S/Sgt. Crock, Gregory B. R-S/Sgt. Remley, Milton P. G-S/Sgt. Henaire, Joseph A. G-S/Sgt. Dugger, Fred M., Jr. G-T/Sgt. Strong, Louis K. G-Pvt. Baca, Julius A.	
Aircraft Letter Q			
Time Up	Aug. 1 4:10	Aug. 2 12:25 (Syracuse)	Aug. 3 7:40 (Malta)
Time Down	11:10 (Syr.)	13:10 (Malta)	11:05 (Lete)
Total Time	11:10	Aerodrome or L.G. Lete	
Type of Cloud	Amount of Cloud	Map or Chart	
Base of Cloud	Visibility	Reference	
General Weather			
Task or Duty	Ploesti		

Time	Height	Place	Narrative
8:55	10,000	39 50 N 19 37 E	<p>At this point altered course for Syracuse, Sicily because # 1 prop governor ran away. # 2 fuel pressure failed and engine cut out. At 5,000 ft. got # 2 started and headed for Syracuse, landing at Cassibile air field. Jettisoned 6 x 500 lb. bombs, <del>the bombs</del> <sup>bombay</sup> tanks and guns at this point.</p> <p>The next day took off for Malta to obtain a prop governor.</p> <p>Take Off: <del>X</del> # 4 in 1st element, 3rd Section.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

**SORTIE REPORT**  
(Part A)

R.A.F. Form 441 A.

Sheet No. <b>9</b>	Oprep. Ref. No.	Date <b>8-1-43</b>	Squadron <b>415</b>
Type of Aircraft <b>B-24D</b>	Section <b>II</b>	2 Lt. McCarty, Ned.---Pilot	
Aircraft No. <b>322</b>	Element <b>2</b>	Captain 2 Lt. Miller, C.E.---Co-Pilot	
Aircraft Letter <b>K</b>	Position <b>1</b>	Crew 2 Lt. Moore, J.F.---Bar.	
		1 Lt. Price, R.J.---Bomb.	
		T/Sgt. Roberts, C.C.---E---Waist Gun	
		T/Sgt. Jackson, D.C.---R---Top Turret	
		S/Sgt. Wargo, S.---Waist Gun	
		S/Sgt. Keontz, G.L.---Tunnel Gun	
		S/Sgt. Ballard, C.E.---Gunner	
		S/Sgt. Darr, Glen D.---Tail Turret	
		Aerodrome or L.G.	
Time Up <b>0410</b>		Benina Main	
Time Down			
Total Time			
Type of Cloud		Map or Chart	
Amount of Cloud		Reference	
Base of Cloud			
Visibility		Special map of Target	
General Weather		WHITE IV	

Task or Duty **To bomb Astra-Romana refinery at Ploesti, Roumania. Dubbs Plant. Unit.** Power

Time	Height	Place	Narrative
1212	250	Target	Passed over target and was seen to drop 6x500 Am. bombs (one hour delay) on pinpoint.
1538	3,000	3753-2013	Last seen spinning down out of control due to attacks by enemy pursuit. Four parachutes opened and ship struck water catching on fire.
			ALL TIMES GMT.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

27/CHQP/1,500,000/4-42

P.T.O.

**SORTIE REPORT**  
(Part A)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date <b>Aug. 1, 1943</b>	Squadron <b>343rd</b>
Type of Aircraft <b>B-24 D</b>	Aircraft No. <b>776</b>	Captain <b>P-Lt. McGraw, John J.</b> Crew <b>CP-Lt. Covitt, Charles D.</b> <b>M-Lt. Senff, Robert J.</b> <b>B-Lt. Giblin, George P.</b> <b>AE-T/Sgt. Townley, Warren T.</b> <b>R-T/Sgt. Wilmes, Albert W.</b> <b>G-S/Sgt. Utley, James A.</b> <b>G-S/Sgt. Ross, John R.</b> <b>G-S/Sgt. Sheridan, William P.</b>	
Aircraft Letter <b>0</b>			
Time Up			
Time Down			
Total Time		Aerodrome or L.G. <b>Lete</b>	
Type of Cloud		Map or Chart	
Amount of Cloud		Reference	
Base of Cloud			
Visibility			
General Weather			

Task or Duty **Ploesti**

Time	Height	Place	Narrative
			<p>Unaccounted for. No further information on this a/c.  <i>Not observed over or leaving target.</i></p> <p>BOMB LOAD: 6x 500 lb. bombs. M106 fuse, 45 second delay. Four boxes of British Mark III, 30 per box, weight four lbs. each.</p> <p><i>Sgt. Covitt } reported hospitalized in Rumania</i>  <i>Sgt. Ross }</i></p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.



# SORTIE REPORT (Part A)

R.A.F. Form

Sheet No. <b>5</b>	Oprep. Ref. No.	Date <b>8-1-43</b>	Squadron <b>415</b>
Type of Aircraft <b>B-24D</b>	Section <b>II</b>	Captain <b>1 Lt. Merrick, James L.--Pilot</b>	
Aircraft No. <b>856</b>	Element <b>2 1</b>	Crew <b>2 Lt. Schaufele, H.E.--Co-Pilot</b>	
Aircraft Letter <b>I</b>	Section <b>2</b>	<b>2 Lt. Stulting, E.R.--Nav.</b>	
		<b>2 Lt. Victor, J.S.--Bomb.</b>	
		<b>T/Sgt. Cooper, R.J.--E--Waist Gun</b>	
		<b>T/Sgt. Nelson, H.D.--R--Top Turret</b>	
		<b>S/Sgt. Hayduk, E.L.--G--Waist Gun</b>	
		<b>S/Sgt. Gambrell, E.M.--Photo-gunner</b>	
		<b>S/Sgt. Isaacson, W.--Tail Turret</b>	
		<b>S/Sgt. Romlison, E.P.--Gunner</b>	
		<b>Aerodrome or L.G.</b>	
Time Up <b>0410 GMT (0710 local)</b>			
Time Down <b>1825</b>			
Total Time <b>14 hours 15 minutes.</b>			
Type of Cloud	TARGET Nil	Aerodrome or L.G.	
Amount of Cloud	Nil	Map or Chart	
Base of Cloud	Nil	Reference	
Visibility	10 miles	Special map of target	
General Weather	Good	White IV	

Task or Duty To bomb Astra Romana refinery at Ploesti, Roumania. McKee Plant.

Time	Height	Place	Narrative
0825	8,000	3855-1930	<u>ROUTE OUT</u> Saw large column of black smoke arising from sea. Possibly B-24.
1210	300	Target	<u>BOMB RUN</u> Flying in No. # 2 position toggled out 4x1,000 Am. bombs (one hour delay) at 10' intervals. Bomb run made on briefed course but point of impact slightly over (SEE ATTACHED MAP). Dropped four boxes of British incendiaries in target. Target partially obscured by black smoke due to earlier bombing. Saw three B-24's hit ground in target area due to ground fire. AA-Very heavy mixed machine gun and light caliber AA fire.
400	8,000	4200-2200	<u>ENEMY PURSUIT</u> Five minutes after leaving target the formation was jumped by 12 ME-110's and JU-88's. No passes made on this ship. One B-24 was attacked towards nose and hit ground. One enemy ME-110 seen to hit ground. Pursuit followed for thirty minutes.
515	8500	Corfu Island	Formation jumped by approx. 8 ME-109's. One made attack on this ship from above and 12 o'clock closing to 50 yards and using cannon fire. No claims.
537	3,000	3810-1930	ME-109 made attack on this ship from 5 o'clock closing to 700 yards and was fired on and seen to hit water by T/Sgt. Robert J. Cooper. Another ME-109 attacking from was set on fire and positively claimed by T/Sgt. Hugh D. Nelson. This B-24 had to lift left wing to let flaming pursuit by.
04	3,000	3420-2000	Three pursuit jumped one B-24 knocking it into water. One parachute seen to open. B-24 burning in water. Another pink B-24 seen to hit water and turn over, four parachutes opening and two failing to open. <u>DAMAGE</u> no damage to plane or personnel. <u>ROUTE BACK</u> One B-24 seen to make water landing.
			All times GMT.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. <b>11</b>	Oprep. Ref. No.		Date <b>8-1-45</b>	Squadron <b>415</b>
Type of Aircraft <b>B-24D</b>	Section Element Position	<b>2 Lt. McGuire, E.F.---Pilot</b> <b>Captain Lt. Harrah, J.R.---Co-Pilot</b> <b>Crew 1 Lt. Schwitz, M.H.---Nav.</b> <b>2 Lt. Godde, R.H.---Bomb.</b> <b>T/Sgt. Johnston, T.T.---E---Waist Gun</b> <b>T/Sgt. Komoony, H.C.---R---Top Turret</b> <b>S/Sgt. Fitzpatrick, C.S.---Waist Gun</b> <b>S/Sgt. Waltman, J.R.---Tunnel Gun</b> <b>S/Sgt. Rans, R.---Gunner</b> <b>S/Sgt. Tate, M.F.---Tail Turret</b> <b>Aerodrome or L.G.</b> <b>Benina Muin</b>		
Aircraft No. <b>520</b>				
Aircraft Letter <b>M</b>				
Time Up <b>0410</b>	Time Down			
Type of Cloud	Amount of Cloud	Base of Cloud	Visibility	General Weather
			Map or Chart	Special map of Reference target White IV

Task or Duty To bomb Astra Romana refinery, Ploesti, Roumania. McKee Plant.

Time	Height	Place	Narrative
			<p>Ship probably reached target. Did not return to home base. No further information available. Ship presumably dropped 4x1000# American bombs (45 second delay) and 4 boxes of British incendiaries.</p> <p><i>Sgt Fitzpatrick } reported hospitalized in Roumania</i>  <i>Sgt Rans</i></p> <p><i>Sgt Waltman Reported prisoner in Roumania</i></p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.



# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. <b>7.</b>	Oprep. Ref. No. ....	Date <b>8-1-43.</b>	Squadron <b>345th Bomb.</b>
Type of Aircraft <b>B-24-D.</b>	Aircraft No. <b>41-23766.</b>	Captain <b>P Morgan, LeRoy B. 1 Lt.</b> CP <b>Rich, Hosea W. 1 Lt.</b> Crew <b>H : Larsen, Victor H. 2 Lt.</b> <b>B : Watkins, Chaplin J. 2 Lt.</b> <b>E : VanGess, James T/Sgt.</b> <b>AR : Gupp, Norman I. S/Sgt.</b> <b>Z : Tipton, Robert I. T/Sgt.</b> <b>AR : Hundley, Forrest D. S/Sgt.</b> <b>TO : Petri, Norbert I. S/Sgt.</b>	
Aircraft Letter <b>V.</b>			
Time Up <b>07:10</b>			
Time Down <b>21:40</b>			
Total Time <b>14:30</b>		Aerodrome or L.G. <b>Benina Main.</b>	
Type of Cloud <b>EN ROUTE OVER TARGET</b>		Map or Chart	
Amount of Cloud <b>High broken 5/10</b>		Reference	
Base of Cloud <b>cumulus over Greece with</b>	<b>cumulus</b>	<b>Special target charts.</b>	
Visibility <b>local thunder</b>	<b>good</b>		
General Weather <b>showers</b>			

Task or Duty **The Orion Refinery -- Floesti.**

Time	Height	Place	Narrative
07:10			Left Benina Main flying #1 in element 3 of 3 a/c in Sec. 4. Broken cumulus about 100 miles out to sea; then cleared until reached mountains in Greece. Towering cumulus up to 16,000 ft. local rain squalls as far as Danube. Over target visibility good, weather fair, 5/10 cumulus. On return same weather with hail squalls in mountains.
	3,000		S.W. of Lake Prespa two groups ahead of us drew away in weather; it cleared over Veles, thickened again over mountains beyond. When we broke into clear approaching Danube had lost touch with leading groups. One group was on our right, one on our left.
	1,800		10 - 15 minutes before reaching Initial Point saw fires from Floesti refineries. Just before final I.P. 15-30 pink B-24's crossed about 1,000 ft. below us headed S.W. from direction of Floresti Power Station (?) where we saw considerable dust, black and gray smoke. Turning I.P. group was in pretty fair formation; 44th. slightly behind and above, some directly above. Move to within 50 ft. of ground. About 2 miles before target ran over 8-9 smoke pots among trees along road. Wind was fairly strong from N - N.E. and the smoke thin, only 15-20 ft high and not too effective. The entire target was covered with black and some gray smoke. Just before hitting smoke our Section was in pretty tight formation, but we lost them in the smoke. At this time several bombs dropped off our left wing from overhead, and as we dodged, several more off our right wing, barely missing us.
15:12	250		We had to pull slightly left to escape an oil tank blazing right beneath us. The smoke, which was at least 1,000 ft high, then thinned for a moment and we dropped our bombs in 20 ft. train on what we believe was our pinpoint - the X & Y Pipe Still unit. They were six 500 lb. G.P. bombs, fused 45 sec. tail, none nose. Four boxes of British incendiaries went out over the target. We continued hedge hopping as far as the Danube in a group of 12-15 other ships; then formed a four ship element with F, B and 973-Z. Observed 661-U and two other ships to left.
18:45		37:25 N 19:50 E	Saw one green B-24 come in from 4 o'clock, at least 1,000 ft. above us, stay with us about 30 minutes without being attacked by the pursuit then attacking us and disappear to the left.

PART B (on reverse) to be completed according to relevant pro-forma in I.C. R.A.F. M.E. Instruction 34.

837/GHQP/1,500,000/4-42

P.T.O.



# SORTIE REPORT (Part A)

R.A.F. Form 441 A

Sheet No.		Oprep. Ref. No.		Date Aug. 1, 1943	Squadron 343rd
Type of Aircraft	B-24 D	Captain P-Lt. Murphy, Lawrence E. CP-Lt. Kyer, Gilbert H. Crew N-Lt. Rotundo, Joseph T. B-Lt. Havens, William S. AE-T/Sgt. Delaloire, John B. R-T/Sgt. Popham, William L. C-S/Sgt. Yost, Harold M. G-S/Sgt. McGrath, Thomas J. G-S/Sgt. Amund, Edward J. G-Sgt. Sowers, Donald P. Aerodrome or L.G.			
Aircraft No.	313				
Aircraft Letter	X				
Time Up					
Time Down					
Total Time					
Type of Cloud				Lete	
Amount of Cloud				Map or Chart	
Base of Cloud				Reference	
Visibility					
General Weather					
Task or Duty		Ploesti			

Time	Height	Place	Narrative
			<p>Believe went down over target, before bombing.</p> <p>BOMB LOAD: 6 x 500 lb., M124 fuse with 1 hour delay. Four boxes of incendiaries, Mark III, total of 120, weighing four lbs. each.</p> <p>Sgt McGrath reported hospitalized in Rumania</p> <p>Sgt Yost reported prisoner in Rumania</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

37/OHQP/1,500,000/4-42

P.T.O.

# SORTIE REPORT

(Part A)

R.A.F. Form 441 A.

Sheet No. <b>2</b>	Oprep. Ref. No.	Date <b>8-1-43</b>	Squadron <b>415</b>
Type of Aircraft <b>B-24D</b>	Section <b>II</b>	<b>1 Lt. Nicholson, R.G.--Pilot</b> <b>Captain 1 Lt. Baker, M.K.--Co-Pilot</b> <b>Crew 2nd Lt. Parker, O.K.--Nav.</b> <b>2nd Lt. Supiano, B.--Bomb.</b> <b>T/Sgt. Redfield, J.G.--E--Waist Gun</b> <b>T/Sgt. Cytulski, Walter--R--Top Turret</b> <b>S/Sgt. Rangel, M.R.--G--Tunnel Gun</b> <b>S/Sgt. McGracken, R.B.--G--Waist Gun</b> <b>S/Sgt. Laidlaw, C.A.--G--Tail Turret</b> <b>S/Sgt. Osburn, D.J.--Gunner</b> <b>Aerodrome or L.G.</b>	
Aircraft No. <b>758</b>	Element <b>1</b>		
Aircraft Letter <b>"D"</b>	Position <b>2</b>		
Time Up <b>0410 GMT (0710 Local)</b>			
Time Down <b>1830 GMT</b>			
Total Time <b>14:20</b>			
Type of Cloud <b>TARGET Nil</b>	<b>Benina Main</b>  Map or Chart Reference <b>Special map of target White IV</b>		
Amount of Cloud <b>Nil</b>			
Base of Cloud <b>Nil</b>			
Visibility <b>Hazy</b>			
General Weather <b>Good</b>			

Task or Duty **To Bomb McKee Plant at Astra Romana refinery Ploc. ti, Roumania.**

Time	Height	Place	Narrative
08:28	5000'	39:00N 19:36E	<u>ROUTE OUT</u> Observed large columns of black smoke rising from water. Believed to be the crash of a B-24D
12:10	240	Target	<u>BOMB RUN</u> Flying in Section II, No. 3 position, released 4x1000# American bombs (one hour delay) in train at minimum interval. Axis of attack 127 degrees (bomb hits-see attached map). Four boxes of British incendiaries were dropped on target area. Almost complete target area was covered with black smoke, due to previous attack. Several explosions of oil storage tanks observed while at target. At target, two B-24Ds were observed to crash and two parachutes seen to open. Shortly after, two more B-24Ds were seen to crash, one of which exploded in air. No parachutes seen to open. The target area, the AA was light intensity and accurate. Heavy fire was encountered from machine guns and 20 mm. guns. Guns emplacements were observed on tops of buildings and mounted on flat cars in railroad siding. On far side of target three or four barrage balloons observed at 1000' height.
13:40		48:50N 25:00E	<u>ENEMY PURSUIT</u> At target, estimated from 15 to 20 E/A attacking formation. Identified as ME-110s, ME-109s and JU-88s. Attacks were made from all directions. E/A observed to concentrate their fire on crippled B-24Ds. 15 minutes after leaving target formation was attacked again by ME-110s and JU-88s. unidentified
14:10		38:30N 20:15E	Formation was again attacked by ME-109s and <del>ME-109s</del> bi-plane  After leaving coast of Greece formation was attacked by 5 to 10 ME-109Gs. Attacks were made from all directions generally attacking from the rear and below. E/A were using explosive shells. <u>E/A claimed destroyed:</u> 1 ME 109G shot down by S/Sgt. Clarence A. Laidlaw, tail turret gunner. E/A attacked from 7 o'clock position coming within 300 yards. This ship was observed to crash in water. No parachute seen to open. 1 ME 109G attacking from 10 o'clock position, was shot down by S/Sgt. Roy B. McGracken, Top turret gunner. This pursuit came within 30' before breaking from attack and was observed to go down in flames and crash in water.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

337/CHQP/1,500,000/4-42

(OVER)

P.T.O.

# **SORTIE REPORT** (Part A)

R.A.F. Form 441 A.

Sheet No. One	Oprep. Ref. No.	Date 8/1/45	Squadron 344th Bomb Sq.
Type of Aircraft B-24D	Aircraft No. 819	Captain 1st Lt. Weesley, Don R., Pilot 2nd Lt. Manslee, Herman H., Co-pilot Crew 1st Lt. Kern, Josi I., Navigator 2nd Lt. Dodgen, Eugene L., Bombardier Sgt. Edelen, Earl T., AB., Left Waist Sgt. Schiffmuerer, William W., Radio Sgt. Mason, Alfred D., Right Waist Sgt. Scoville, Robert P., Cop Turret Sgt. Allan, Nick A., Tunnel Turner Aerodrome or Lt. Gles P., Tail Turret	
Aircraft Letter G			
Time Up			
Time Down			
Total Time			
Type of Cloud		Late, Heavy	
Amount of Cloud		Map or Chart	
Base of Cloud		Reference	
Visibility			
General Weather			
Task or Duty	Bo b Floesti oil refineries Position 48		
	Bombs: 4 x 1000 lb - American Fuel: 1 hour delay fail		

Time	Height	Place	Narrative
			<p>was number 6 position in 1st maximum section leaving base.</p> <p>Reached target area but it is believed he crashed there as a pink flame in his position was seen to go down by members of Lt. Janks plane.</p> <p><i>Bombs believed dropped.</i></p> <p align="center">E.C.M.</p> <p><i>Sgt. Schiffmuerer reported hospitalized in Roumania</i></p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

37/0HQP/1,500,000/4-42

P.T.O.



# SORTIE REPORT (Part A)

Sheet No. 6	Oprep. Ref. No.	Date 8-1-43	Squadron 415
Type of Aircraft B-24D	Section II	1 Lt. Opsata, A.W.--Pilot Captain F/O Quaglino, L.R.--Co-Pilot 2 Lt. Lalonde, H.J.--Nav. 2 Lt. DiGonol, D.H.--Bomb. T/Sgt. Quinlan, C.P.--E--Waist Gun T/Sgt. Nicholson, P.A.--R--Top Turret S/Sgt. Oakes, J.M.--Waist Gun S/Sgt. Thomas, R.L.--Tunnel Gun S/Sgt. Gormey, J.H.--Gunner S/Sgt. Pimm, W.G.--Tail Turret Aerodrome or L.G.	
Aircraft No. 817	Element 5		
Aircraft Letter H	Position 2		
Time Up 0410 GMT (0710 Local)			
Time Down 1805			
Total Time 13:55			
Type of Cloud TARGET Broken cumulus	Benina Main		
Amount of Cloud .5 to .7	Map or Chart Special map of target White IV		
Base of Cloud 4,000			
Visibility 5 to 7 Miles Very hazy			
General Weather Good			

Task or Duty To bomb Astra Romana refinery Ploesti, Roumania. McKee Plant.

Time	Height	Place	Narrative
08:25	7000'	38:50N 19:57E	<u>ROUTE OUT</u> Observed fire and black smoke coming up from water. Could not identify object burning.
10:17	7000'	42:50N 22:00E	Observed from 40 to 50 trucks in convoy heading in Easterly direction.
12:15	250'	Target	<u>BOMB RUN</u> Flying in II Section, Position #9 released 4x1000# American bombs (one hour delay) in train with minimum interval (FOR BOMB HITS SEE ATTACHED MAP). Target area was almost completely covered with black smoke. Four boxes of British incendiaries were dropped on target area. Observed oil storage tanks at right of railroad siding in flames. Smoke stack of McKee plant observed hit. AA was reported of light intensity and accurate. Heavy concentration of fire was sent up by 20mm guns and machine guns. Left elevator shot off by ground fire. Immediately after leaving target 4-B-24Ds were observed to crash.
13:30	43:00N 23:00E		<u>PURSUIT</u> Formation was attacked by E/A immediately after leaving target. E/A identified as ME-109s, ME-110s and JU-88s. Several attacks were made from all directions, most of them coming from 2 o'clock position.
15:22	38:00N 19:30E		Formation again attacked by E/A, identified as ME-109s and 110s. Attacks were made from all directions. Formation attacked by 15 to 20 E/A. Most of them identified as ME 109Gs. Most attacks were made coming from the sun slightly above altitude of formation. S/Sgt. R.L. Thomas, right waist gunner, is credited for destroying 3 attacking E/A. First E/A attacking from 3 o'clock position from above coming within 400 yds. before being hit. He was observed to burst into flames and crash into water. Two more ME 109s made similar attacks from same position and were hit and destroyed by S/Sgt. Thomas. All planes observed to crash in water. S/Sgt. J. H. Gormez, left waist gunner, hit and destroyed and one ME 109 attacking from 9 o'clock position. E/A was observed to explode in air and later seen to crash.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A

Sheet No. <b>10</b>	Oprep. Ref. No.	Date <b>8-1-43</b>	Squadron <b>415</b>
Type of Aircraft <b>B-24D</b>	Section <b>II</b>	2nd Lt. Patch, D.D.---Pilot	
Aircraft No. <b>662</b>	Element <b>2</b>	Captain 1 Lt. Park, John C.---Co-Pilot	
Aircraft Letter <b>A</b>	Position <b>2</b>	Crew 2 Lt. Papish, P.S.---Nav. 2 Lt. Reynolds, W.J.---Bomb.	
Time Up <b>0410 GMT (0710 local)</b>		T/Sgt. Bonorden, L.J. ---E---Waist Gun	
Time Down <b>1830</b>		T/Sgt. Parke, R.E.---E---Top Turret	
Total Time <b>14 hours 20 minutes</b>		S/Sgt. Parish, E.W.---G--- <del>XXXXXXXXXX</del> Top Tur.	
		S/Sgt. McCune, J.J.---G--- <del>XXXXXXXXXX</del> Waist	
		S/Sgt. DiTullio, J.A.---Gunner	
		S/Sgt. Fulcher, R.F.---Tail Turret	
		Aerodrome or L.G.	
		Benina Main	
Type of Cloud	TARGET Nil	Map or Chart	
Amount of Cloud	Nil	Reference	
Base of Cloud	Nil	Special map of target	
Visibility	15 miles	White IV	
General Weather	Good		

Task or Duty To bomb Astra Romana refinery at Floesti, Roumania. Dubbs Plant, distillation unit.

Time	Height	Place	Narrative
0824	6500	3900-1930	<u>ROUTE OUT</u> Saw column of black smoke and oil slick, possibly B-24 in water.
1215	250	Target	<u>BOMB RUN</u> Flying in No. # 6 position toggled out 4x1,000 Am. bombs (one hour delay) at 20' intervals. Approached and hit pin point as briefed. (SEE ATTACHED MAP). Dropped four boxes of British incendiaries just before reaching target. Target partially obscured by black smoke due to previous bombing. Saw two pink B-24's with fire coming from bomb bays pull up into stall and then hit ground. Saw one pink and one green B-24 hit by ground fire and nose over into ground. AA-Very heavy and accurate mixed machine gun and light caliber AA fire. Guns seemed to be fixed to produce cross fire over vital targets.
			<u>ENEMY PURSUIT</u> Immediately after leaving target formation jumped by 8 JU-88's and ME-110's. One ME-110 closed on this ship to 200 yards from 8:30 o'clock. Knocked into ground by fire from top turret gunner S/Sgt. K.W. Parish. Another closed on tail to 500 yards and was probably destroyed by S/Sgt. R.F. Fulcher-tail turret. These pursuit followed for 45 minutes.
1400	8,000	4200-2200	Saw two ME-109's one of which was painted blue with red cowling. This pursuit made a pass at this ship from 11 o'clock to 500 yards. No claims.
1530	3,000	Corfu Island	Formation jumped by 8 ME-109's one of which closed on this ship to 600 yards from 6 o'clock and was positively destroyed by S/Sgt. R.F. Fulcher, tail turret, parachute opening from pursuit.
1540	3,000	3940-2000	One B-24 attacked by pursuit hit water in flames-four parachutes opening. This B-24 tentatively identified as # 322-K, Lt. McCarty-pilot. Another B-24 shot down by pursuit and was seen to hit water and turn over. Two parachutes were seen to open from this pink B-24.
			<u>DAMAGE</u> The following crew members were injured by enemy fire:

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

37/CHQP/1,500,000/4-42

continued on reverse.

P.T.O.



# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. <b>5</b>	Oprep. Ref. No.	Date <b>8-1-45</b>	Squadron <b>415</b>
Type of Aircraft <b>B-24D</b>	Section <b>II</b>	<b>1 Lt. Pettigrew, W.E.---Pilot</b> Captain <b>2nd Lt. Borgan, B.J.---Co-Pilot</b> <b>2nd Lt. Staehle, J.E.---Nav.</b> Crew <b>2nd Lt. Weijanen, O.O.---Bomb.</b> <b>T/Sgt. Folks, L.A.---E-Waist Gun Twp T.</b> <b>T/Sgt. Scholl, L.L.---R-Twp Turret</b> <b>S/Sgt. Leon, H.E.---G---Waist Gun</b> <b>S/Sgt. Swafford, J.L.---Tunnel Gun</b> <b>S/Sgt. DeBeats, E.E.---Gunner</b> <b>S/Sgt. Leming, J.O.---Tail Turret</b> Aerodrome or L.G. <b>Benina Main.</b>	
Aircraft No. <b>195</b>	Element <b>3</b>		
Aircraft Letter <b>B</b>	Position <b>1</b>		
Time Up <b>0410 GMT (0710 local)</b>			
Time Down <b>1815</b>			
Total Time <b>14 hours 5 minutes</b>			
Type of Cloud	TARGET Cumulus	Map or Chart	
Amount of Cloud	.8	Reference	
Base of Cloud	7,000	Special map of target	
Visibility	10 miles	White IV	
General Weather	Good		

Task or Duty To bomb Astra Romana refinery at Floesti, Roumania. McKee Plant.

Time	Height	Place	Narrative
0825	6600	3845-1945	ROUTE OUT Saw B-24, pink in color, hit water and explode.
1214	150	Target	COMB RUN Flying in No. 8 position toggled out 4x1,000 Am. bombs (one hour delay) at 10' intervals. Approached pin point approx. 40 feet to right of briefed axis and dropped bombs very slightly over. (SEE ATTACHED MAP) Dropped four boxes of British incendiaries in target. Target partially obscured by black smoke due to previous bombing. Saw three B-24's hit by ground fire and strike ground. Several oil tanks were belching flame. AA-heavy machine gun fire mixed with light caliber AA fire from initial point on past target area. ENEMY PURSUIT Ten minutes after leaving target formation jumped by 12 JU-88's, ME-110's and ME-109's which followed for 40 minutes. One ME-109 attack from 12 o'clock on this ship closing to 400 yards and was positively destroyed and seen to hit ground due to fire from guns of T/Sgt. L.A. Folks.
1400	8,000	4200-2200	Saw one ME-109 and one unidentified biplane. No passes made on this ship.
1530	3,000	Corfu Island	Formation jumped by 9 ME-109's using cannon fire. One closed to 100 yards from 11 o'clock and was damaged. Another came from below and two o'clock towards the belly and was set on fire and positively claimed by S/Sgt. J.L. Swafford. During the course of this attack on the formation three enemy pursuit were seen to hit the water. Two pink B-24's were knocked into the water by enemy pursuit, four parachutes opening from one and two from the other. <del>REMARKS</del>
1706	3,000	3350-2050	One B-24 seen to make water landing.
All times GMT.			

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.



# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. 9.	Oprep. Ref. No.	Date 8-1-43.	Squadron 345th Bomb.
Type of Aircraft B-24-D.	Aircraft No. 42-40402.	Aircraft Letter	Captain P Sternfels, Robert W. 1 Lt. Crew W Jackson, Barney 2 Lt. M Fleisch, Anthony W. 2 Lt. S Polaschek, David A. 2 Lt. S Stout, William W. T/Sgt. AE Stewart, Raymond E. Sgt. R Just, Frank T/Sgt. AR Rifkin, Harry Sgt. TG Weston, John T. S/Sgt. AG Salen, Merle B. Sgt. Aerodrome or L.G. Benina Main.
Time Up 07:10	Time Down 21:15 (Aug. 3)	Total Time 23:50 (Total time)	
Type of Cloud EN ROUTE scattered cumulus Amount of Cloud over sea; towering Base of Cloud cumulus over mountains Visibility General Weather	OVER TARGET 7/10 cumulus; thickening to east. visibility good.	Map or Chart Reference Special target charts.	

Task or Duty The Orion Refinery -- Ploesti.

Time	Height	Place	Narrative
7:10			Left Benina Main flying #3 in element 3 of 3 a/c in Sec. 4. Over the sea there were only light scattered cumulus clouds. The groups were pretty well strung out. As we hit the Greek coast the cumulus thickened to 7/10, increasing at times to 9/10 over the mountains with tops up to 20,000 ft. To pass through the formations spread out, even within sections, but the groups reformed fairly well as we broke clear before reaching the Danube. The general weather was lowering, however, becoming 7/10 to 8/10 over the target and quite solid to the east. The 44th group staid well with us throughout on our right. As we approached the I.P. we met a full group of Green B-24's returning under us headed about 280°. They started some fires just north of I.P. From here we already saw heavy smoke over the target. Turning on our run the 98th and 44th were in pretty good formation until we hit the wall of smoke. During the run the right waist gunner strafed a long string of box cars on the main railroad, some of which were shooting at us. We came in over our pinpoint, threw out for boxes of incendiaries and toggled six 500lb G.P. bombs, fused 45 sec. 60X tail, none nose. We're quite sure we hit within the pinpointed area, but were immediately enveloped by a huge cloud of black smoke and flames which came right into the waist windows. After getting out of this we skimmed the fields in a group of other a/c, and eventually tacked on to 826-V (Col. Kane) which had #4 engine out, and 711-L with #2 feathered, and 3 more planes. We headed south, then S.E. Crossing Danube at 500 ft. one ship jettisoned 2 bombs. We began to climb, crossed over Philippopolis (?) crossed west of Marmara island and continued on a straight course for Cyprus, landing at Nicosia.
15:10	200		A - A : First met AA at I.P. - light, scattered and open. On our left observed flashes from long camouflaged trenches; also from towers among the wells and within the target, each manned by 3 - 5 men. Nearing the target they threw everything at us, M.G. pom-poms, heavy AA - everything but monkeywrenches. From a slight hill to the right a battery of 88mm was shooting down on us. After the target we saw only a few bursts above us. Somewhere in Bulgaria (Pleven - Trnovo?) we received several (10-12) bursts of AA, one of them through the catwalk, over good sized marshalling

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

837/CHQP/1,500,000/4-42

**SORTIE REPORT**  
(Part A)

R.A.F. Form 441 A.

Sheet No. <b>7</b>	Oprep. Ref. No.	Date <b>8-1-43</b>	Squadron <b>415</b>
Type of Aircraft <b>B-24D</b>	Section <b>II</b>	Captain <b>1 Lt. Speiser, R.A.--Pilot</b>	
Aircraft No. <b>195</b>	Element <b>5</b>	Crew <b>2Lt. Walls, D.N.--Co-Pilot</b>	
Aircraft Letter <b>F</b>	Position <b>3</b>	<b>2Lt. Stephens, R.C.--Nav.</b>	
Time Up <b>0410 (0710 local)</b>		<b>2 Lt. Wright, William--Bomb.</b>	
Time Down <b>18:10</b>		<b>T/Sgt. Yocum, D.C.--E--Waist Gun</b>	
Total Time <b>14:00</b>		<b>T/Sgt. Orr, Warren A.--R--Top Turret</b>	
		<b>S/Sgt. Foy, Roy, J.--G--Waist Gun</b>	
		<b>S/Sgt. Payne, E.M.--G--Tail Tunnel Gun</b>	
		<b>S/Sgt. McCabe, L.M.--G--Tail Turret</b>	
		<b>Aerodrome or L.G.</b>	
		<b>S/Sgt. Smith, C.M.--Gunner.</b>	
Type of Cloud <b>TARGET</b>		Benina Main	
Amount of Cloud <b>ML</b>		Map or Chart	
Base of Cloud <b>ML</b>		Reference <b>Special map of target White IV</b>	
Visibility <b>Hay</b>			
General Weather <b>Good</b>			

Task or Duty **To bomb Astra Romana refinery Ploesti, Roumania. McKee Plant--Boiler House.**

Time	Height	Place	Narrative
08:27	7000	58:55N 19:35E	<u>ROUTE OUT</u> Observed B-24D in water. One life raft seen.
09:10		40:17N 20:10E	Observed large military convoy of approximately 100 vehicles heading in Northern direction.
12:15	250	Target	<u>BOMB RUN</u> Flying in II Section, Position 10, dropped 4x1000# American bombs (one hour delay) in train with minimum interval, on a heading of 127 degrees. Four boxes of British incendiaries dropped on target area (FOR BOMB HITS SEE ATTACHED MAP). At target several large explosions of oil storage tanks were observed. Railroad sidings at right of target filled tank cars. Observed two tanks cars to explode. "oil tanks will explode when hit with bullets". Observed one B-24D to go down in flames at target. Another B-24D was observed to crash.
10:25			2 B-24Ds were observed to crash. These ships were attacked by a JU-88 and ME 109s.
10:55			The AA was of light intensity and accurate. Intense fire from machine guns and 20mm guns was encountered. Flak stayed with formation for about 10 miles beyond target. No damage recieved from AA. At target area, smoke pots were observed giving a covering of white smoke.
15:25	9000+	58:10N 19:50E	<u>PURSUIT</u> About five minutes after leaving target estimated 25 E/A attacked formation. Identified as being JU-88s and ME 109s. E/A made constant attacks from all directions. E/A observed to concentrate fire on crippled B-24Ds. E/A stayed with formation for about 30 minutes on first attack. Approximately 45 minutes after first attack formation was again attacked by ME 109s and unidentified bi-plane. Formation was again attacked by 10 to 15 ME 109s. Attacks were made on formation from below. Again, the E/A was observed to concentrate the fire power on crippled B-24Ds. Observed 1 B-24D to crash in water burning. Four chutes were seen to open. Five minutes later a B-24D was seen to crash in water.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.



## SORTIE REPORT

(Part A)

Sheet No. 2.	Oprep. Ref. No.	Date 8-1-43.	Squadron 45th Bomb.
Type of Aircraft B-24-D.	Aircraft No. 42-40973.	Captain P Salver, Charles A. F/O.	
Aircraft Letter Z.		Crew C Cilli, Nicholas G. 2 Lt.	
		M Gover, James S. 2 Lt.	
		B Mackey, Walter E. 2 Lt.	
		E Hammond, Roy D. S/Sgt.	
		AE Wessel, Ralph C. S/Sgt.	
		R Aguayo, George T/Sgt.	
		AR Pace, Harold L. S/Sgt.	
		RG Verbitski, John A. S/Sgt.	
Time Up 07:10		Aerodrome or L.G. Benina Main.	
Time Down 21:25			
Total Time 14:15			
Type of Cloud EN ROUTE OVER TARGET		Map or Chart	
Amount of Cloud scattered over sea 5/10 cumulus		Reference	
Base of Cloud Towering cumulus over Greek mountains visibility good.		Special target charts.	
Visibility with local rain and hail			
General Weather			

Task or Duty The Orion Refinery--Floesti.

Time	Height	Place	Narrative
07:10			Left Benina Main flying #2 in element 3 of 3 a/c in Sec. 4. Flying over water the groups were fairly spread out, and became more so in the towering cumulus with scattered thunder showers over the mountains, but closed up again near the Danube. Were in fair formation at the Initial Point; our section was in a sharp V with some gaps. Heavy A-A just left of the target seemed to make the left element edge over. The entire target was obscured by smoke, especially a huge black cloud over the Trumble plant to our right. We were flying in #2 position on the far right, and observed big flames on our pinpoint, which we are quite sure we hit. Toggled six 500 lb. G.P. bombs, fused one hour tail, none nose. Two boxes of incendiaries went into the target, one into some tanks beyond, one in the fields behind the target. We saw all ships between us and the section leader drop their bombs. We came out of the smoke alone, joined a large group of ships hedge hopping as far as the Danube, where we reformed. Our element had four ships: B in #1, we in #2, F in #3 and 766-V in #4 position. One 3 ship element was to our right, another to our left which crossed under us and disappeared to the S.W. Over the mountains a single green B-24, flying at 5,000-6,000 ft, seemed in trouble. It came from N.E., crossed over us and disappeared to the S.W. We remained in our four ship element all the way back.
15:15	300-500		A-A: We first saw scattered black puffs about 40 ft above us about a mile from the target. Bombardier reports seeing heavy gun position about 3 miles before target in wheat field and among scattered trees. Other guns were spaced along the railroad; light guns among the oil tanks, in front and behind the target. Strafed one heavy gun battery a good 1,000 yds beyond the target. After the target we were hit by one .30 MG bullet in bomb bay tank; no one hurt or other hits. Over target, <del>1000 yds</del> to our left some 300 ft above OBSERVED small vertical clusters of bursts as though from butterfly bombs although we saw no pursuit then. Balloons: We saw three balloons in the middle of the smoke cloud over the target, and two more at 7 o'clock. They were well above us.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 74.



# SORTIE REPORT (Part A)

R.A.F. Form 441 A

Sheet No. <b>1</b>	Oprep. Ref. No.	Date <b>8-1-45</b>	Squadron <b>415</b>
Type of Aircraft <b>B-24D</b>	Section <b>II</b>	Major Herbert I. Shingler, Jr., Pilot	
Aircraft No. <b>023</b>	Element <b>1</b>	Captain Lyle A. Spencer, Pilot	
Aircraft Letter <b>"J"</b>	Position <b>1</b>	Crew 1 Lt. Freeman, A.V., Nav. 1 Lt. Kaboth, Jack W.--Bomb.	
Time Up <b>0410 GMT (0710 local)</b>		T/Sgt. Johnson, Robert H.--E-Waist Gun	
Time Down <b>1815</b>		T/Sgt. Fulfer, George W.--Top Turret	
Total Time <b>14 hours 5 minutes</b>		S/Sgt. Knutson, Ernest F.--Tunnel Gun	
		S/Sgt. Ely, Seth G.--G--Waist Gun	
		S/Sgt. McSweeney, Edward F.--Tail Turret	
		T/Sgt. Morgan, J.W.--Gunner	
		Aerodrome or L.G.	
Type of Cloud	TARGET	Benina Main	
Amount of Cloud	Nil	Map or Chart	
Base of Cloud	Nil	Reference	
Visibility	7 to 10 miles	Special map of target	
General Weather	Good	White IV	

Task or Duty To bomb Astra Romana refinery, Ploesti, Roumania. McKee Plant.

Time	Height	Place	Narrative
0905	3,000	3816-1947	ROUTE OUT
1130	3,000	Craiova, Roumania:	Saw B-24 explode and crash into water giving off black smoke.
<del>1210</del>	<del>240</del>		Railroad line under construction.
1210	240	Target	BOMB RUN
			Flying in No. # 1 position released 4x1,000 Am. bombs ( one hour delay) in train at 17' intervals. Axis of attack was 127 degrees and briefed pin point hit. (SEE ATTACHED MAP). Dropped four boxes of British incendiaries in target area. Due to earlier bombing, target covered with black smoke which was flown through for one minute. Railroad yards contained approximately 300 burning oil cars. One oil tank emitting roaring flames. Saw two B-24's hit and nose over into ground. Two other B-24's with fire coming from bomb bay pulled up in- to stall and fell to ground. Saw five barrage balloons. AA-Extremely heavy ground fire encountered over target from both machine gun and light caliber AA guns.
			ENEMY PURSUIT
			Immediately after leaving target formation was jumped by 14 ME-110's and JU-88's. Also unidentified biplanes and "any- thing that would fly". These pursuit followed formation for approx. 45 minutes, one of which was seen to hit the ground near target area. No passes made on this ship at this time.
1400	8,000	4200-2200	Formation jumped by approx. 8 FW-190's and unidentified bi- planes. No passes made on this ship at this time.
1538	3,000	3753-2013	Formation jumped by approx. 15 ME-109's one of which made a pass on this ship from 11:30 o'clock closing to twenty (20) feet. Broke away below-damaged. Saw two B-24's hit water, from one of which one parachute was seen to open. Two men jumping from same ship at height of 150 feet fell without para- chutes opening. One enemy pursuit was seen to drop bombs on formation.
			DAMAGE
1702	2,000	3530-2024	T/Sgt. George W. Fulfer wounded in right thigh by enemy bullet.
			ROUTE BACK
			Saw B-24 make water landing. No rafts observed.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.  
37/GHQF/1,500,000/4-42

All times GMT.

P.T.O.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. <b>11.</b>	Oprep. Ref. No.	Date <b>2-1-43.</b>	Squadron <b>345th Bomb.</b>
Type of Aircraft <b>B-24-D.</b>	Aircraft No. <b>42-24245.</b>	Captain <b>P Sulflow, August W.</b> 1 Lt. Crew <b>S Schlenker, LaRoy</b> 2 Lt. <b>M Miller, Philip P.</b> 2 Lt. <b>D Shay, Anel E. Jr.</b> 2 Lt. <b>E Reger, Leonard E.</b> 2/Sgt. <b>AE Meyer, Norman L.</b> 3/Sgt. <b>R Treichler, William A.</b> 3/Sgt. <b>AA Samson, Jack.</b> Sgt. <b>TC Follette, Vicent L.</b> 3/Sgt. <b>AG Dallas, Henry A.</b> 3/Sgt.	
Aircraft Letter <b>R.</b>		Aerodrome or L.G. <b>Benina Main.</b>	
Time Up	Time Down <b>07:10</b>		
Total Time			

Type of Cloud	Map or Chart
Amount of Cloud	Reference
Base of Cloud <b>"MISSING IN ACTION"</b>	
Visibility	
General Weather	

Task or Duty  
**The Orton Refinery -- Fleesti.**

Time	Height	Place	Narrative
			<p>Left Benina Main Flying</p> <p>Arrived over the target carrying 6 x 500 lb. G.P. nose fusing, none; tail fusing 1 hr. delay, and 4 boxes of incendiaries, flying #8 in section 5. As most of the a/c crashed, in that part of the section, a short distance beyond the target, it can be reasonably inferred that Lt. Sulflow released his bomb load on the target.</p> <p>Lt. Salyer flying in pos. #9 in section 4 reports B-24, pink, directly behind was seen through a gap in the smoke, entirely on fire. It hit on nose and left wing in a field just beyond the target after blowing up in a sheet of flame just after dropping its bombs.</p> <p>Lt. Morgan reports that a B-24, pink, to the right and slightly behind, dropped its nose and hit the ground with smoke and flame coming from the bottom of the bombay.</p> <p>Lt. Sternfels flying pos. #10 section 4 reports a B-24, 50 ft. above him, with bombay on fire, hit on the right wing after doing a sudden wing over and exploded. He also reports that his tail gunner saw 3 more pink B-24's, some 300 yards behind and between 3 and 7 o'clock with their bombays on fire, but did not see that crash.</p> <p>It is thought that one of these a/c was probably Lt. Sulflow's as only 2 pink B-24's are missing from this part of the formation.</p> <p><i>Sgt. Treichler reported prisoner in Rumman</i></p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.



# SORTIE REPORT (Part A)

R.A.F. Form 411 A

Sheet No.	5.	Oprep. Ref. No.	Date	Squadron
Type of Aircraft	B-24-D.	Aircraft No.	42-40312.	8-1-43. 345th Bomb.
Aircraft Letter	Y.	Aircraft Letter	07:10	Captain P Thomas, John B. 1 Lt. Crew CP Lewis, David M. 2 Lt. M Nash, Robert D. 2 Lt. B McCandless, George 2 Lt. E Johnson, Elijah D. T/Sgt. AE Davies, George E. S/Sgt. R Gough, Eugene M. T/Sgt. AR Kneisi, William S/Sgt. TG Salsbury, Richard G. S/Sgt. Aerodrome Lt Carter, Edmond L. S/Sgt. Benina Main.
Time Up		Time Down	07:10	
Total Time				
Type of Cloud		Amount of Cloud		Map or Chart
Base of Cloud		Base of Cloud	"MISSING IN ACTION"	Reference
Visibility		General Weather		
Task or Duty	The Orion Refinery -- Floesti.			

Time	Height	Place	Narrative
			<p>Left Benina Main Flying #2 in element 2 of 3 a/c in section 4. Arrived over the target carrying 5 x 500 lb. G.P. nose fusing. none; tail fusing 45 sec. delay and 4 boxes of incendiaries, flying #6 in section 4. Just as motto of the a/c crashed, in that part of the section, a short distance beyond the target, it can be reasonably inferred that Lt. Thomas released his bomb load on the target.</p> <p>13 pink B-24's are reported crashing from the left of sections 4 and 5 in which there were only 4 such ships. Major Mann's crew alone reported 3 crashes in this part of the formation, Lt. Fravega's 3, Lt. Sternfels' 3, Lt. Blevins's 2, Lt. Salyer's 1, and Lt. Morgan's 1. Lt. Morgan's crew reports seeing 1 parachute open, Lt. Sternfels' crew reports seeing 3 parachutes open, while two men jumped and hit the ground before their parachutes opened.</p> <p>Lt. Sternfels' Flying position #10 of section 4, reports that half second after coming out of the smoke over the target saw one pink B-24, 300 to 400 ft. to his left, with wheels down, not on fire, headed for a green field under control and that it probably made a safe landing.</p> <p>Lt. Blevins flying position #4 in section 4, reports that from an element ahead and to his left a pink B-24 skidded off the left and bellied into a dust colored stubble field, kicking up a large cloud of dust. We saw not fire or smoke.</p> <p>As this was one of the very huge few ships not to catch fire it is thought that it may have been the element leader's, Lt. Dore's, who intended going over the target with a full bombay tank, as he had extra wing tanks.</p> <p align="center"><i>Lt Nash reported hospitalized in Roumania</i></p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

37/CHQP/1,500,000/4-42

P.T.O.



# **SORTIE REPORT** (Part A)

R.A.F. Form 441 A

Sheet No. <u>One</u>	Oprep. Ref. No.	Date <u>8/1/43</u>	Squadron <u>344th Bomb Sq</u>
Type of Aircraft <u>B-24D</u>	Captain <u>Captain Taylor, Wallace C., Pilot</u>		
Aircraft No. <u>198</u>	F/C <u>Packer,</u>		
Aircraft Letter <u>C</u>	Crew <u>1st Lt. Wood, Jack M., Navigator</u>		
	<u>1st Lt. Austin, ROBERT M., Bombardier</u>		
	<u>T/Sgt. Rabb, Gerald E., AE., Top Turret</u>		
	<u>T/Sgt. Turgeon, Alfred F., Radio, Left Waist</u>		
	<u>S/Sgt. Robins, Ralph M., Flight Deck</u>		
	<u>S/Sgt. Kaiser, Louis, Right Waist</u>		
	<u>S/Sgt. Duchene, Donald R., Tail Turret</u>		
	<u>Sgt. Van Slyke, Arthur E., Tunnel Gunner</u>		
Time Up			
Time Down			
Total Time			
Letc, Libya			

Type of Cloud	Map or Chart Reference
Amount of Cloud	
Base of Cloud	
Visibility	
General Weather	

Task or Duty Bomb Floesti Oil Refineries BOHEM: 6 x 500 lb - American  
Position #1 FUSING: 45 sec delay Tail  
Four boxes of British Incendiaries

Time	Height	Place	Narrative
			<p>was number one position in the 5th Section leaving base.</p> <p>Believed to have reached the target area but not seen or heard of afterwards.</p> <p><i>Bombs believed dropped.</i></p> <p align="center">E.G. H.</p> <p><i>Capt Taylor reported hospitalized in Rumania</i></p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

CHOP 1,500,000/4-42

P.T.O.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date	Aug. 1, 1945	Squadron	343rd
Type of Aircraft	B-24 D	Captain	Plt. Underwood, Glen W.		
Aircraft No.	921	Crew	CP-Lt. Gambrill, Jean W.		
Aircraft Letter	W		N-Lt. Rothkrug, Edward (M.I.)		
			B-Sgt. Judy, Robert J.		
			AE-Sgt. Badeau, Clement S.		
			R-Sgt. Sostina, Ernest E.		
			G-Sgt. English, Henry B.		
			G-S/Sgt. Rhodes, Rexford H.		
			G-S/Sgt. Beatty, Francis S.		
Time Up	4:10	Aerodrome or L.G.	Lete		
Time Down	18:10				
Total Time	14:00				
Type of Cloud	Clear	Map or Chart			
Amount of Cloud		Reference			
Base of Cloud					
Visibility					
General Weather					
Task or Duty	Pleesti	PP-Distillation Tower			

Time	Height	Place	Narrative
12:12	200 ft.	Target	<p>Made brief run, dropping 6 x 500 lb. bombs, fusing M124 with 1 hour delay in toggle. Incendiaries out over target. Aimed at distillation tower. Did not observe own bomb hits.</p> <p>Observed third tank on fire, and bombs and fires at other places.</p> <p>Ack-Ack: Very intense, 37 mm and machine guns.</p> <p>Pursuit: Observed three groups of Ju 88's and 1 Me 110 over target. Me 109's attacked over Greece and third group SW of Corfu. Sgt. English shot down one Me 109 about 30 miles south of Corfu.</p> <p>Take Off: # 3 in 1st M.I. element, 3rd Section.</p> <p>Over target: Same position.</p> <p>REMARKS: Observed 6 B-24's go down over target from A/A and pursuit. Had smoke pots in target area and barrage balloons at about 300 to 500 ft. scattered through target area.</p> <p>19 10 E.</p> <p>Saw B-24 go down at 08:30 at 39 00 N</p> <p>Observed another B-24 go down at 17:10 at 34 20 N 20 30 E.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

637/GHQP/1,500,000/4-42

P.T.O.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. <b>4.</b>	Oprep. Ref. No.	Date <b>8-1-43.</b>	Squadron <b>345th Bomb.</b>
Type of Aircraft <b>B-24-D.</b>	Aircraft No. <b>42-40663.</b>	Captain <b>F. Ward, John V.</b> 1 Lt. GP <b>Anderson, Andrew</b> 7/O. Crew <b>M. Huntley, Beverly</b> 2 Lt. <b>B. Crump, Harry C.</b> 2 Lt. <b>E. Toth, James H.</b> 3/Sgt. <b>A.E. Turner, Kenneth</b> 3/Sgt. <b>E. Pemberton, Leonard D.</b> 3/Sgt. <b>A.R. Scott, Harold L.</b> 3/Sgt. <b>T.G. Long, Robert E.</b> 3/Sgt. Aerodrome of <b>W.C. William J.</b> 3/Sgt. <b>Benina Main.</b>	
Time Up	Time Down <b>07:10</b>		
Total Time			
Type of Cloud	Amount of Cloud	Map or Chart	
Base of Cloud <b>"MISSING IN ACTION"</b>	Visibility	Reference	
General Weather			
Task or Duty <b>The Orion Refinery -- Floesti.</b>			

Time	Height	Place	Narrative
			<p>Left Benina Main flying #4 in element #1 of 4 a/c in section. Arrived over the target carrying 6 x 500 lb. G.P. nose fusing none; tail fusing 45 sec. delay and 4 boxes of incendiaries; ing #3 in section 4. As most of the a/c crashed, in that part of the section, a short distance beyond the target, it can be reasonably inferred that Lt. Ward released his bomb load on target.</p> <p>Major Kahn flying position #1 section 4 reports that a B-24, color pink, to his left and behind, at 8 o'clock, was burning around the waist window; last seen with tail section missing and crashing nose first 1/2 mi. beyond target. #</p> <p>Lt. Salzer flying position #9 in section 4 reports that over the target one pink B-24 well to his left (in section leader's element?) exploded. The tail blew off, the ship zoomed up and 1/2 mi. beyond target.</p> <p>Lt. Sternfels flying position #10 in section 4 reports that pink B-24 about 50 ft. ahead just to his left was burning as ships as it came out of the smoke. It broke in two and crashed. It is thought that this ship may have been Lt. Ward's flying position off the section leader's left wing.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

637/CHQP/1,500,000/4-42

P.T.O.



# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. One	Oprep. Ref. No.	Date 8/1/43	Squadron 344th Bomb
Type of Aircraft B-24D	Captain 2nd Lt. Weisler, Francis A., Pilot 2nd Lt. McClellan, Francis A., Co-Pi Crew 2nd Lt. Warrenfeltz, Paul W., Navis 1st Lt. Nagy, Joseph L., Bombardier T/Sgt. Rutledge, Wayne H., AE., Right Waist T/Sgt. Joyce, Paul A., Radio S/Sgt. Beem, Arlo D., Top Turret S/Sgt. Dell, Chester R., Left "Aist S/Sgt. Harmon, Adney J., Tunnel Gunner S/Sgt. Smith, Malcolm G., Tail Turret Aerodrome or L.G.		
Aircraft No. 026			
Aircraft Letter B			
Time Up 0411 GMT			
TIME DOWN 1800 GMT	(Cyprus - Aug. 1st)		
Time DOWN UP 1110 GMT	(Cyprus - Aug. 3rd)		
TIME DOWN 1310 GMT	(Lydda - Aug. 3rd)		
Time TIME UP 1210 GMT	(Lydda - Aug. 4th)		
TIME DOWN 1735 GMT	(Lete - Aug. 4th)		
TOTAL TIME: 21:14	Lete, Libya		
Type of Cloud None	(At Point of turn back)	Map or Chart	
Amount of Cloud 2/10		Reference	
Base of Cloud			
Visibility Good			
General Weather Good			

Task or Duty Bomb Ploesti Oil Refineries

BOMBS: 6 x 500 lb - American  
 FUSING: 45 sec delay Tail  
 Four boxes of British Incendiaries

Time	Height	Place	Narrative
			Number 3 a/c, 1st element, 5th section leaving base.
			Followed briefed course out in good weather, turned East towards Sofia to avoid clouds.
1204	2,000	45N-2540E	
1205	2,000	45N-2540E	Number three engine ran away and could not feather. Lost formation and turned left and jettisoned bombs and incendiaries. Did not think they could clear mountains so headed for Turkey.
1245	3,000	4345 N - 2510 E	Crossed Danube.
		5 mi. N. of Trnovo	Pursuit reported; twin engine at a distance.
1418	5,000	4030 N - 2655 E	Crossed North of Dardanelles.
1600		Cyprus	Went to Gulf of Iznir to avoid mountains and went along coast of Turkey and passed north east of Rhodes and hit north western tip of Cyprus and landed at Nicosia with number one engine cutting out due to lack of oil. Fixed fuse box, put in feathering motor and refueled.
		Lydda	Refueled at Lydda
			Landed at Lete
			EGM.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

CHQP/1,500,000/4-42

P.T.O.

# **SORTIE REPORT** (Part A)

R.A.F. Form 441 A.

Sheet No. <b>One</b>	Oprep. Ref. No.	Date <b>8/1/43</b>	Squadron <b>344th Bomb Sq</b>
Type of Aircraft <b>B-24D</b>	Aircraft No. <b>825</b>	<b>Col. Kane, John E., Pilot</b> <b>Captain 1st Lt. Roudy, John S., Co-pilot</b> <b>Crew 2nd Lt. Whalen, Norman W., Navigator</b> <b>2nd Lt. Korgier, Harold F., Bombardier</b> <b>Sgt. Leard, Frederick A., AB, Night Waite</b> <b>1st Lt. Hubbard, Raymond S., Radio</b> <b>Sgt. LaBrancs, Joseph J., Tunnel Gunner</b> <b>Sgt. Leo, William, Tail Turret</b> <b>Sgt. Connon, Neville C., Left Waist</b> <b>S/Sgt. Treace, Harvey L., Top Turret</b> <b>Aerodrome or L.G. <u>Lete, Libya</u></b>	
Aircraft Letter <b>V</b>	Time Up <b>0410 GMT</b>		
Time Down <b>1810 GMT</b>	<b>Cyprus</b>		
Total Time <b>Plane still at Cyprus for repairs)</b>			
Over Target			
Type of Cloud <b>None</b>	Amount of Cloud <b>4/10</b>	Map or Chart	
Base of Cloud <b>None</b>	Visibility <b>Good</b>	Reference	
General Weather <b>Good</b>			

Task or Duty **Bomb Ploesti Oil Refineries** **BOMB: 4 x 1000 lb - American**  
**Position # 1** **FUSING: 1 hour delay tail**  
**four boxes of British incendiaries**

Time	Height	Place	Narrative
0823	5800	3908N-1956E	1st plane, 1st element, 1st section of the 390th group. Saw plane in water burning and then explode. Lost sight of the 390th before reaching coast. Turned East towards Sofia to avoid clouds and to get the 32nd to take lead. Crossed Danube.
1111	2,200	Dobri-Dol	<p>Axis of approach 123°, bomb sight out so toggled bombs and they seem to hit our pin-point and perhaps over. Main machine gun and ack ack fire just before town and seemed to be coming from right and left. Our target was on fire at arrival and one oil tank blew up, also tank cars burning.</p> <p>Saw about six B-24s go down within ten miles of the target, could not identify them but one was probably Hinch. Pursuit just after target, about 16 in all consisting of Me 109s and Me 110s. Saw 2 of them crash, one at 7 o'clock and one at 1 o'clock, they did not attack our aircraft. Target was full of smoke and flames and also tracers. Saw large explosion shortly after leaving. Ineffective smoke screens before target. Stayed with section on way out on the deck to the Danube at about Islaz. Then led five planes away from section as number four engine was feathered at target due to gun fire.</p> <p>Light ack ack fire at Trnovo.</p> <p>Salvaged one bombay tank and some other equipment.</p> <p>Adrianople - Hit Northern Turkish coast</p> <p>ANAMUR - Hit Southern Turkish coast.</p> <p>After fifteen minutes from coast Hadley turned back to Turkey. Landed, hit short of runway and lost nose wheel and right landing gear and propeller on number three engine came off.</p> <p>Crew returned to Lete by separate planes.</p>
1155	3,000	Pitesti	
1210	1,000	Floesti	
1213	200	Target	
1358	7,000	Trnovo	
		H.E.6f	
		Adrianople	
		ANAMUR	
		Cyprus	
		Nicosia	

E.G.M.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

37/CHQP/1,500,000/4-42

P.T.O.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No. <u>One</u>	Oprep. Ref. No.	Date <u>8/1/43</u>	Squadron <u>344th Bomb Sq.</u>
Type of Aircraft <u>B-24D</u>	Aircraft No. <u>803</u>	Captain <u>1st Lt. Arens, Herbert W., Pilot</u> 2nd Lt. Hamlin, Kitteridge, Co-pilot Crew 2nd Lt. Ellison, Joe A., Navigator 2nd Lt. Shryock, Thomas J., Bombardier T/Sgt. Lawson, Charles A., AE., Right Waist Sgt. Maloney, Martin H., Radio Sgt. Kaminski, Harry L., Left Waist S/Sgt. Holman, Ancil C., Tunnel Gunner Sgt. Kidder, Warren O., Top Turret S/Sgt. Pasano, Joseph J., S/Airborne on L.C.	
Aircraft Letter <u>E</u>			
Time Up <u>0410</u> <u>GMT</u>			
Time Down <u>1040</u> <u>GMT</u>	(Malta Aug. 1)		
Time UP <u>0730</u> <u>GMT</u>	(Malta Aug. 2)		
Time Down <u>1000</u> <u>GMT</u>	(Lete Aug. 2)		
TOTAL TIME <u>9:00</u>	On Course		
Type of Cloud <u>Cumulus</u>			
Amount of Cloud <u>3/10</u>			
Base of Cloud <u>5,000</u>			
Visibility <u>Fair</u>			
General Weather <u>Good</u>			
		Map or Chart Reference	

Task or Duty	Bomb Ploesti Oil Refineries BOMBS: 4 x 1000 lb - American FUSING: 1 hour delay Tail Four boxes of British incendiaries
--------------	---

Time	Height	Place	Narrative
			Number 2 a/c, 1st element, 1st Section leaving base. Followed briefed course out. Number 1 engine went out, throwing oil and cutting, had been giving trouble for an hour.
0810	5,000	3815 N 1950 E	Turned for Malta and jettisoned bombs. Feathered number one engine and returned on three.
		Malta	Landed at Malta, recoiled and went over number one engine.
0730		Malta	Toof off from Malta and headed for Lete.
0940	4,000	Tocra	Landfall Landed at Lete.
			E.G.M.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.



# **SORTIE REPORT** (Part A)

R.A.F. Form 441 A.

Sheet No. One	Oprep. Ref. No.	Date 8/1/43	Squadron 344th Bomb Sq
Type of Aircraft	Aircraft No. 42-40208	1st Lt. Banks, William D., Pilot Captain 2nd Lt. Root, Carl F., Co-Pilot Crew 2nd Lt. Stewart, Theodore C., Nav. 2nd Lt. Souza, Joseph L., Bomb. T/Sgt. Pleasant, Floyd M., AE T/Sgt. Golec, Walter A., Radio, Top Turret S/Sgt. Rice, Earl D., Left Waist S/Sgt. Cain, Wilson W., Tail Turret S/Sgt. Carberry, Durward A., Right Waist Sgt. Richotte, Henry, Tunnel Gunner. Aerodrome or L.G.	
Aircraft Letter		Lete, Libya	
Time Up 0420 GMT	TIME DOWN 1830 GMT (Cyprus - Aug. 1st) TIME UP: 1214 GMT (Cyprus - Aug. 2nd) TIME DOWN: 1415 GMT (Lydda - August 2nd) TIME UP: 0800 GMT (Lydda - Aug 5th) TIME DOWN: 1445 GMT (Lete - Aug. 5th) TOTAL TIME: 22:56	Map or Chart	
Time of Cloud	Scattered Cumulus (Over target)	Reference	
Amount of Cloud 5/10			
Base of Cloud 2,000			
Visibility Good			
General Weather Good			

Task or Duty Bomb Floesti Oil Refineries (pp. #5) BOMBS: 6 x 500 lb - American  
 FUSING: 1 hour delay Tail  
 FOUR BOXES OF British incendiaries.


Time	Height	Place	Narrative
0820	6,000	38N-1932E	Number 1 a/c, 2nd element, 1st section leaving base. Pink B-24 in sea burning. Followed briefed course, turned East near Sofia and reassembled.
1150	2,500	Pitesti	Saw about 15 green B-24s heading West which were slightly north about 1,000 feet. About 5 miles East-North-East of Pitesti saw small forest crowded with barracks and heavily camouflaged.
1210	215 ft	Target	Axis of approach 127°, no bomb run because of smoke and flames but identified smoke stack at their pp. Pulled up and dropped bombs in close train and believe they hit in target area. Dropped 2 boxes of incendiaries North West of town and 2 others over pin point. Our pinpoint and pinpoint to South was smoking before we got there. Ack Ack heavy half way on final approach, apparently hitting ground underneath and exploding. Also number of machine gun emplacements in fields. Smoke screens between town and pinpoint but were not very effective. Saw four barrage balloons at about 4,000 feet. Light ack ack and machine guns for 1/4 mile after target.  Nose guns not harmonized, right waist gunner shot up ack ack battery after target. Saw about 15 pursuits assembling, JU 88s and Me 110 but had engine racelles in "v" shape, also some single engine pursuits Saw them shoot down 2 green B-24Ds. Saw ship to our left (probably Neeley's) go into flames and crash into the ground and disintegrate. Saw 2 other pink B-24s on left (probably Hinch) with bombay on fire and saw it turn back toward the target and crash in target area. Other one had bombay on fire and fell behind and out of sight, probably forced down, and saw 3 parachute open.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.  
 837/QHQP/11,580,000/4-42

P.T.O.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date	Squadron
Type of Aircraft		Captain	
Aircraft No. 208		Crew	
Aircraft Letter K			
Time Up			
Time Down			
Total Time			
Type of Cloud		Aerodrome or L.G.	
Amount of Cloud		Map or Chart Reference	
Base of Cloud			
Visibility			
General Weather			

## Task or Duty

Time	Height	Place	Narrative
1320	6,000	Popovo Nova-Zagora	<p>One green B-24 ahead and to right climbed and crashed with engine on fire and 2 fighters attacking him. Saw 2 green ships on ground burning. Turned South after target, 1 pursuit attacked from 7 o'clock fired burst and turned left with top turret and left waist gunners shooting at him. Saw another B-24 to right shot down by 3 pursuits. Turned East-South-East half way to Bucharest in five plane formation with Colonel Kane leading with one engine feathered and Lt. Hadley with one engine feathered Lt. Lebrecht, - OK: Lt. Banks - OK, Sternfelts - OK</p> <p>Saw ack ack from Burcharest and crossed Balta Greaca ad Danube on the deck.</p> <p>Light ack ack very close.</p> <p>Nova-Zagora Crossed it and took following course - Adrianople; Antolia on southern Turkish coast, then paralalled to c coast, then to Cyprus.</p> <p>Lt. Hadley's plane had several holes in nose, back of flaps and vertical stabilizer. He sent a radio message to slow down as he was feathering another engine and ten minutes later he turned left at 3615N 3150E.</p> <p>Refueled at Cyprus and then again at Lydda and put on a new nose wheel. Landed at Heliopolis to drop two passengers on way back.</p> <p>Landed at Iete.</p> <p align="right">E. C. M.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.



## R.A.F. Form 441 A.

Time	Height	Place	Narrative
07:10			Left Damina flying #3 in element 1 of 3 a/c in Sec. 4. Our section was overrunning the others, so we had to "S" a good deal. Over the water saw 2 other groups to the right and ahead. Hit heavy cumulus over the mountains, and dodged clouds up to 13,000-14,000 ft. Weather cleared over Dambe and we dropped to 3,000 ft, with some groups barely visible ahead. Coming up to the I.P. the formation had closed up somewhat, but was still not too good. Just before I.P. an entire group of green B-24's crossed under as well as above us at 90° to our course. The target was blanketed with smoke. On our run we were slightly to the right, but turned left with the leader out of the smoke and crossed between our FP and the power house. Our bombs hung up, the salvo lever broke, and we jettisoned them safe in the Dambe (six 500 lb. G.P. bombs). The incendiaries went over the target. We hedge hopped to the Dambe and started to climb. As we passed Berkovitsa we feathered #4 because of a large gas leak under the engine. We were in an element with 661-U, 774-O and R. There were numerous other planes in front of us but we lost them in the mountains around Skoplje. From the lakes we headed south to Arta; then for Sicily. 1 1/2 hours out of Sicily the oil pressure in #3 started to drop; also in #1 which went down to 3 lbs as we crossed the coast, causing the prop to run away and we feathered that engine too. The left tire was flat and we made a crash landing at Cassibile L.G. south of Syracuse.
15:12	300		A-A began at the I.P., light, from ahead, becoming heavier on the run, when we ran into very concentrated fire along the ground aimed and all around us. Lot of MG fire over the target - most of the fire coming from our left. Hit over target in left vertical stabilizer, left waist window and numerous other places. The left waist gunner was hit in the stomach, groin and along left leg; was left in critical condition in Sicily. Right waist gunner was hit in left <del>thigh</del> ankle and fore arm. Saw no balloons. Pursuit Coming off target were followed by 5 ME-109's about 30 minutes. Saw no twin-engined e/a. They came no closer than 500-800 yards - we were too low for them. One attacked from 9-10 o'clock;
7:00			

PART B (on reverse) to be completed according to relevant pro-forma in H.O. RAEME Instructions



**SORTIE REPORT**  
(Part A)

R.A.F. Form 441 A

Sheet No.	Oprep. Ref. No.	Date <b>Aug. 1, 1943</b>	Squadron <b>343rd</b>
Type of Aircraft <b>B-24 D</b>	Aircraft No. <b>082</b>	Captain <b>P-Capt. Bennett, Thomas W.</b> Crew <b>CP-Lt. Gray, Kenneth C.</b> <b>N-Lt. Meyers, G. Raymond</b> <b>B-Lt. Miller, Vernon L.</b> <b>AE-T/Sgt. Jones, John P.</b> <b>R-T/Sgt. Livingston, Jules E.</b> <b>G-S/Sgt. Nettleton, Robert H.</b> <b>G-S/Sgt. Scott, Nelson C.</b> <b>GSE/Sgt. Greenlee, Samuel W.</b>	
Aircraft Letter <b>F</b>			
Time Up <b>4:10</b>			
Time Down <b>12:10</b>			
Total Time <b>8:00</b>		Aerodrome or L.G. <b>Lete</b>	
Type of Cloud <b>Cumulus</b>	Amount of Cloud <b>.7/10ths</b>	Map or Chart Reference	
Base of Cloud <b>2,000</b>	Visibility <b>Peer</b>		
General Weather <b>Good</b>			

Task or Duty **Ploesti**

Time	Height	Place	Narrative
8:40	10,000	39 45 N 19 50 E	At this point altered course for return to base because Sgt. Livingston, Radio Operator was down on floor with cramps. Appeared to be very sick.
		100 mi. S. of Corfu	Jettisoned 6 x 500 lb. bombs, M124 with 1 hour delay.
8:25	9,000	39 10 N 20 00 E	Saw big column of smoke from crashed plane from formation. Could not identify. On way back circled wreck at 500 feet but saw only a can, oxygen bottles, a Mae West and oil slick.
			Take Off: # 2 in 1st element, 3rd Section.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

# SORTIE REPORT (Part A)

R.A.F. Form 441 A

Sheet No.	Oprep. Ref. No.	Date <b>Aug. 1, 1943</b>	Squadron <b>343rd</b>
Type of Aircraft <b>B-24 D</b>	Aircraft No. <b>896</b>	<b>P-Lt. Col. Bleyer, Julian M.,</b> <b>Captain P-Lt. Watt, David S.</b> <b>Crew</b> <b>N-Lt. Parker, Charles M.</b> <b>B-Lt. Rumsey, Jack H.</b> <b>AE-T/Sgt. Burton, Russell E.</b> <b>R-T/Sgt. McCown, Bobby E.</b> <b>G-S/Sgt. Beauregard, Francois (NM)</b> <b>G-S/Sgt. Kozak, Frank B.</b> <b>G-Sgt. Locke, Robert E.</b> <b>Photo-G-T/Sgt. Joswick, Jerry</b> <b>Aerodrome or L.G.</b>	
Aircraft Letter <b>U</b>			
Time Up <b>4:10</b>			
Time Down <b>18:10</b>			
Total Time <b>14:00</b>			
Type of Cloud <b>Cumulus</b>	Amount of Cloud <b>4/10ths</b>	Map or Chart Reference	
Base of Cloud <b>6 - 7,000</b>	Visibility <b>10 miles plus</b>		
General Weather <b>Good</b>			
Task or Duty <b>Pleesti</b>			
		<b>PP-Boiler house (also cracking house)</b>	

Time	Height	Place	Narrative
8:23	39 10 N 19 10 E		B-24 down in water in flames.
12:11	250 ft.	Target	<p>Made run of 127° for 120 seconds, dropping 6 x 500 lb. bombs, fusing M124 with 1 hour delay in close toggle train. 4 boxes of Mark III (120) incendiaries out over target. Aiming point-boiler and cracking house, Astra Romana refinery. Observed bombs to hit short and to skip into target. Some bounced right thru target. Observed some bombs to go thru protective walls.</p> <p>Observed three (3) barrage balloons after passing over target.</p> <p>On approaching the target very great amount of small calibre A/A was being thrown up. Large black bursts of A/A followed formation, bursting just above. Bursts were smaller than high Alt. A/A. The target area was surrounded on north by smoke pots, and dense black smoke covered target area from burning oil tanks. Oil train setting at about U-14 was burning, probably as a result of A/A fire. Observed total of 5 to 7 B-24's down in target area.</p> <p>Pursuit: Fighters attacked in three waves. 1st large wave of Me 110's, 109's and Me202 attacked just after bombs were dropped. Our a/c at 20 0 alt. and the enemy a/c had to break off attacks above our formation and pull up. Sgt. McCown, top turret gunner shot down 1 Me110, 1 Me109 and 1 (Me109 or Heinkel) Sgt. Beauregard shot down one Me109.</p> <p>2nd wave of fighters attacked at 38 20 N 19 40 E at about 13:40 G.M.T. Lt. Gunn in 384 "Y" was shot down at 13:40, saw about four men bail out, plane was on fire then it exploded and broke up. Lt. Darlington in 840 "P" was shot down at 13:50, two engines out on same side. Ten men bailed out. The fighters came up from behind. Sgt. Kozak shot down 1 FW 190 and 2 unidentified a/c. Sgt. Beauregard shot down 1 Me 109. Sgt. Locke shot down one Me 109.</p>

(OVER)

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

637/OHQP/1,500,000/4-42

P.T.O.